



# MORRO BAY GENERAL PLAN





TABLE OF CONTENTS FOR THE EXPANDED GENERAL PLAN

- I. INTRODUCTION I-1
- II. LAND USE, OPEN SPACE AND CONSERVATION ELEMENTS II-1
- III. CIRCULATION ELEMENT III-1
- IV. VISUAL RESOURCES AND SCENIC HIGHWAY ELEMENT IV-1
- V. SAFETY ELEMENT V-1
- VI. NOISE ELEMENT VI-1
- VII. HOUSING ELEMENT VII-1
- VIII. ACCESS AND RECREATION ELEMENT VIII-1

10/10/2010

10/10/2010

10/10/2010

10/10/2010

10/10/2010

10/10/2010

10/10/2010

10/10/2010



## I. INTRODUCTION

- A. Authority and Purpose I-1
  - 1. General Plan I-1
  - 2. Local Coastal Plan I-2
  - 3. Local Coastal Program I-2
- B. Organization I-5
- C. Description of Planning Area I-6
  - 1. City Limits I-6
  - 2. Coastal Zone I-7
  - 3. Sphere of Influence, Sphere of Service and Urban Reserve Boundaries I-7
  - 4. Planning Area I-7
    - a. Area 1 - North Morro Bay I-10
    - b. Area 2 - Atascadero Beach I-10
    - c. Area 3 - Del Mar I-11
    - d. Area 4 - Morro Highlands I-11
    - e. Area 5 - Morro Rock I-12
    - f. Area 6 - Bayfront I-12
    - h. Area 7 - Central Morro Bay I-13
    - i. Area 8 - Morro Bay State Park I-13
    - j. Area 9 - Harbor and Navigable Ways I-13
    - k. Area 10- Morro Bay Sand Spit I-14

1. The first part of the report is a summary of the work done during the year.

2. The second part is a detailed account of the work done during the year.

3. The third part is a summary of the work done during the year.

4. The fourth part is a summary of the work done during the year.

5. The fifth part is a summary of the work done during the year.

6. The sixth part is a summary of the work done during the year.

7. The seventh part is a summary of the work done during the year.

8. The eighth part is a summary of the work done during the year.

9. The ninth part is a summary of the work done during the year.

10. The tenth part is a summary of the work done during the year.

11. The eleventh part is a summary of the work done during the year.

12. The twelfth part is a summary of the work done during the year.

13. The thirteenth part is a summary of the work done during the year.

14. The fourteenth part is a summary of the work done during the year.

15. The fifteenth part is a summary of the work done during the year.

16. The sixteenth part is a summary of the work done during the year.

17. The seventeenth part is a summary of the work done during the year.

18. The eighteenth part is a summary of the work done during the year.

19. The nineteenth part is a summary of the work done during the year.

20. The twentieth part is a summary of the work done during the year.



## SECTION I

### INTRODUCTION

#### LIST OF FIGURES

<u>Figure</u>		<u>Page</u>
GP1	Coastal Zone Boundary	3
GP2	Tidelands Boundaries	4
GP3	Planning Areas	8

#### LIST OF TABLES

<u>Table</u>		
I	Coastal Issues	9

1987-1988

1989-1990

1991-1992

1993-1994

1995-1996

1997-1998

1999-2000

1991-1992

1993-1994

1995-1996

1997-1998

1999-2000



## I. INTRODUCTION

It has been over 440 years since Juan Rodriguez Cabrillo, a Portugese navigator, sailed into the bay he named "Los Esteros" to anchor near the rock he named "El Moro" to supply his ship with wood and fresh water. In that year, 1542, Cabrillo was credited with discovering the land of Upper California, including the area now known as Estero Bay and Morro Bay. However, not much transpired in Morro Bay until after the area was explored by governor Portola in 1769. The Town of Morro was not founded until the mid 19th century at which time the Embarcadero had already established itself as a prominent location for trade in country produce by schooners to and from San Francisco. By 1870, the population of Morro Bay was about 200. Today, Morro Bay has a population of almost 10,000. Morro Bay no longer is a trading center but instead has evolved into a tourist destination and retirement community. Growth has brought with it the advantages of diversity. As Morro Bay has grown, more varieties of businesses, services and entertainment have become available.

Growth has also created the need for comprehensive planning. The questions of how to maintain and improve the quality of life while accommodating increasing numbers of residents and visitors are best answered if the City has good planning. There should be planning for the appropriate arrangement of land uses; for an efficient and safe circulation system; for the protection of the tourist and fishing industries; for the provision of adequate housing; for the protection of the critical habitat areas; for the provision of adequate public facilities; for the safety of residents and visitors; as well as for all of the other aspects of life in Morro Bay. This General Plan serves as the foundation for the planning of Morro Bay's future. It is the basis for the preparation of measures and the initiation of actions which guide the proper development of the City.

### A. AUTHORITY AND PURPOSE

1. General Plan: State law requires that each city prepare and adopt a comprehensive, long-term General Plan for the physical development of the city. The Plan must also include any area outside of the community which in the City's judgment, bears a relation to its planning. The General Plan must be internally consistent and it must contain implementation measures to ensure its compliance.



There are currently seven mandated elements which must by state law, be included in the General Plan: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. The State also permits jurisdictions to adopt other elements including: Recreation, Public Services, Scenic Highways and Historical Preservation.

2. Local Coastal Program: All Cities and Counties within the Coastal Zone of California must have a Local Coastal Program Land Use Plan (LUP) in addition to the General Plan. The California Coastal Act of 1976 required that each local jurisdiction prepare and adopt a LUP to govern future development along the coast. Unlike the General Plan, which is essentially a city document, the LCP was adopted by both the City and the State Coastal Commission and cannot be amended without the Coastal Commission's approval. (See Figures GP-1 and GP-2)

The Coastal Land Use Plan contains the following coastal concerns:

Land Use	Public Works & Planning New Development
Archaeology	Energy/Industrial Development
Agriculture	Environmentally Sensitive Habitat Areas
Visual Resources	Commercial & Recreational Boating Hazards
Visitor-Serving Facilities	Diking/Dredging/Filling & Shoreline Protection
	Shoreline Access & Recreation

3. Coordinating the General Plan and Coastal Land Use Plan:  
Originally the City's General Plan was comprised of ten separate and distinct documents:

Land Use Element	Seismic Safety Element
Open Space and Conservation Element	Noise Element
Housing Element	Scenic Highway Element
Circulation Element	Parks and Recreation Element
Safety Element	Local Coastal Plan

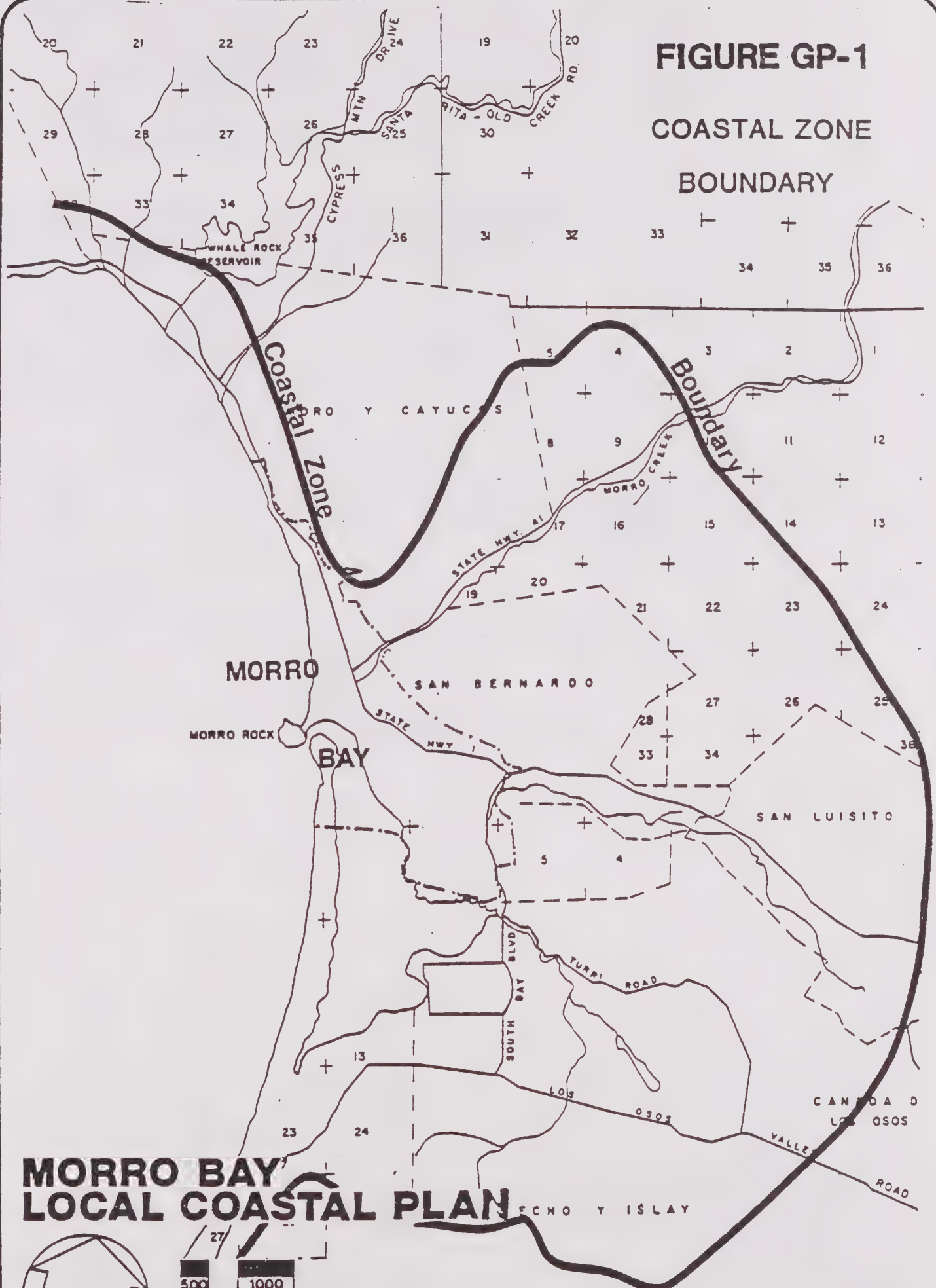
These documents were all prepared at different times in a variety of formats. Often requirements for one document were inconsistent with the requirements of another document. The State enabling legislation allows the two plans (the GP and LUP) to be integrated into one document. An editing process was begun in 1985 to combine and summarize these ten plans into one working document, eliminating inconsistencies and outdated material.

Volume I of the General Plan includes all of the policies and programs contained in the LUP as well as pertinent and current policies from the ten original General Plan elements.



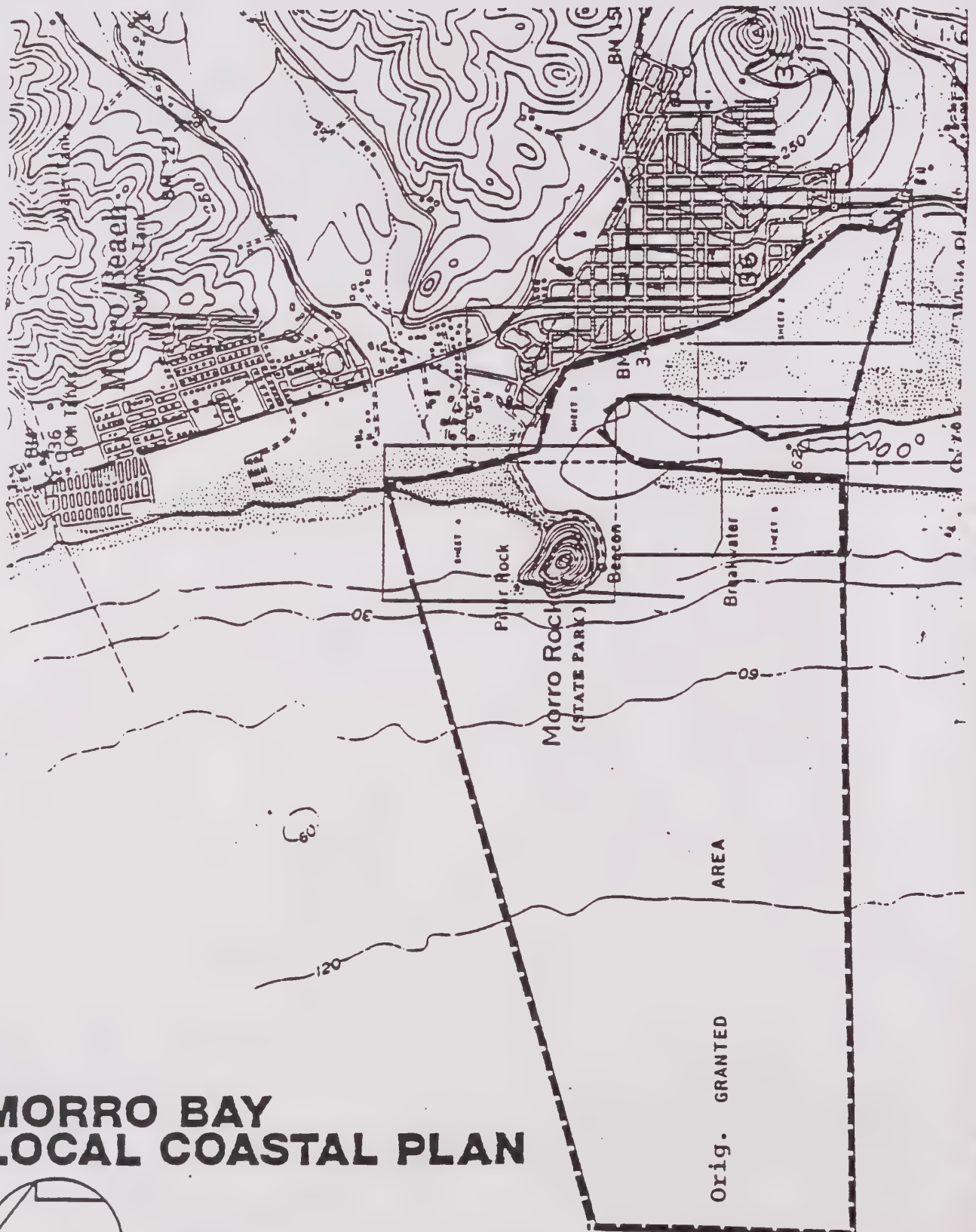
**FIGURE GP-1**

**COASTAL ZONE  
BOUNDARY**

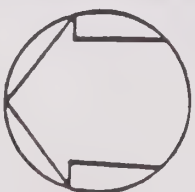


# FIGURE GP-2

## TIDELANDS BOUNDARIES



## MORRO BAY LOCAL COASTAL PLAN





Where there were inconsistencies between the original General Plan and the LCP, the policy contained in the LUP prevailed. Conflicting and outdated material from the General Plan elements was either amended or eliminated.

Volume II of the General Plan consists of the entire Local Coastal Program in its certified form. If any inadvertent discrepancies in the General Plan Volume I are discovered, the corresponding LCP language of Volume II will automatically prevail in intent and meaning.

The Morro Bay Land Use Plan Map, dated August 1985, and as subsequently Amended, is the only land use map in effect in the City. On its adoption in 1985 it automatically superceded the earlier Owen Minard Land Use Plan and serves today as the combined General Plan and LCP Land Use Plan Map.

In the future, changes in the General Plan and Local Coastal Program will undoubtedly be necessary. Each such change must be consistent with the state requirements for amending the Local Coastal Program and the General Plan.

## B. ORGANIZATION

Volume I contains eight sections which include an introduction and seven General Plan elements. Each General Plan element is divided into three parts:

- A. AUTHORITY AND PURPOSE
- B. EXISTING CONDITIONS AND ISSUES
- C. OBJECTIVES, POLICIES AND PROGRAMS

The policies and programs are intended to provide solutions to the problems and issues described in each section. Some statements which were previously labeled "policies" are herein referred to as "programs", to more accurately reflect their purpose.

Volume I is organized as follows:

- I. Introduction
- II. Land Use, Open Space and Conservation Elements

This section contains the land use plan, including designation of various land use categories: Residential, Commercial and Industrial as well as Visitor Serving, Agriculture, Environmentally Sensitive, Open Space, Harbor, Mixed Use and special Overlay Land Use categories. In addition, concerns regarding the quality of life, the quality of development, public facilities, archaeological resources and conservation of natural resources are addressed.

### III. Circulation Element

This section contains provisions for the development of streets, parking facilities, public transit, bikeways, pedestrian facilities, harbor circulation and major pipeline and utilities network.

### IV. Scenic Highway Element and Visual Resources

The scenic qualities of Morro Bay are of major importance in maintaining the tourist industry of the City. This section contains policies and programs for the protection and enhancement of the City's scenic resources.

### V. Noise Element

This section identifies major noise sources and describes protective measures to mitigate effects from these noise sources.

### VI. Safety Element

The former Safety and Seismic Safety Elements were combined into this single General Plan element. This section contains provisions for protection against hazards such as earthquake, landslide, radiation, fire and flooding.

### VII. Housing Element

This section was recently adopted by the City. It contains measures to provide housing for all segments of the population with particular emphasis on the Fair Share Plan and the provision of affordable housing.

### VIII. Access and Recreation Element

Access and recreational opportunities are important to both residents and tourists. This section contains provisions for the development of the trail and park system.

## C. DESCRIPTION OF PLANNING AREA

1. City Limits: The City of Morro Bay generally lies on the narrow coastal shelf between the ocean and the coastal hills. It is within the north coastal area of San Luis Obispo County and is about 12 miles from the city of San Luis Obispo.



The existing City Limits extend to the oil terminal at the north end of Morro Bay to Morro Bay State Park at the south. With the exception of a mobile home park along Highway 41, most existing urban development in the area is located within the City Limits.

2. Coastal Zone: Almost the entire community of Morro Bay lies within the Coastal Zone. As can be seen on Figure GP-1, only a small area in the north foothills is outside of the Coastal Zone. The Local Coastal Program Land Use Plan (LUP) applies to all but this small area.

3. Sphere of Influence, Sphere of Service & Urban Reserve Boundaries: The City and the Local Agency Formation Commission (LAFCo) have each adopted boundaries for development of the City. The City's (and Coastal Commission's) boundary for Urban Reserve and Urban Service coincide with the present City limits with the exception of two undeveloped areas referred to as the "Cabrillo" property and the "Williams" property each of which is located along the east boundary of the City. Growth and development is only allowed within the Urban Reserve and Urban Service boundary (also referred to as the "urban-rural" boundary).

LAFCo adopted a Sphere of Influence boundary which encompasses much of the drainage area east of Morro Bay. The LAFCo study would permit extensions of development into areas which would be prohibited for development under the City's General Plan and Local Coastal Plan.

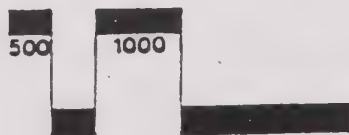
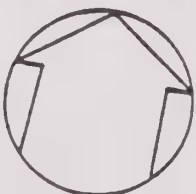
4. Planning Area: The City has been divided into ten planning areas. These planning area designations are used throughout the Land Use Plan and appear in several locations in Volume I of the General Plan. Figure GP-3 shows the locations of the planning areas. The existing characteristics of each planning area are described in the following discussions. Included also is a summary of potential development and the major coastal issues by planning area. Table GP-1 shows issues by planning area.

## FIGURE GP-3

### PLANNING AREAS

- 1-North Morro Bay
- 2-Atascadero Beach
- 3-Del Mar
- 4-Morro Highlands
- 5-Morro Rock
- 6-Bayfront
- 7-Central Morro Bay
- 8-State Park
- 9-Harbor and Navigable Ways
- 10-Sand Spit

## MORRO BAY LOCAL COASTAL PLAN





MATRIX OF COASTAL ISSUES  
BY PLANNING AREA\*

MAJOR COASTAL ISSUES	AREA 1 North Morro Bay	AREA 2 Atascadero Beach	AREA 3 Del Mar	AREA 4 Morro Highlands	AREA 5 Morro Rock	AREA 6 Bayfront	AREA 7 Central Morro Bay	AREA 8 Morro Bay State Park	AREA 9 Harbor Navigable Ways	AREA 10 Morro Bay Sand Spit
Access & Recreation	X	X			X	X		X	X	X
Visitor Serving Facilities			X			X				
Archaeology	X	X	X	X	X	X	X	X	X	X
Energy	X		X		X	X			X	
Commercial Fishing					X	X		X	X	
Agriculture				X						
Environmentally Sensitive Habitat		X							X	
Hazards	X	X	X	X						
Diking, Dredging & Filling	X	X			X	X		X	X	X
Visual and/or Neighborhood Character	X	X	X	X		X	X			
Public Works & New Development	X	X	X	X	X	X	X	X		

\*Refer to Appendix B for description of coastal issues as they relate to Morro Bay. Refer also to the coastal issues discussions by area in the appropriate issues chapters.

a. Area 1 - North Morro Bay

This area is bisected by State Highway One and comprises the northernmost portion of the community. Island and Azure Streets are the southern boundaries, and the City limits are the northern, eastern, and western boundaries.

1. Existing Land Use: The area includes the Atascadero State Beach, the Chevron Marine Terminal, the Navy Fuel Storage Facility, single family and multifamily residential development and some strip commercial uses along Main Street. The majority of the area is developed in residential uses.

2. Potential Development: The majority of the existing residential areas are developed; vacant lands adjacent to Del Mar Park would allow considerable residential development. There is commercial infill potential in the strip commercial areas. Future changes in type of energy-industrial use is possible in the existing industrial use areas.

3. Major Coastal Issues: The major issues facing this area include potential hazards, visual concerns, energy considerations, locating new development, provision of coastal access, housing rehabilitation and neighborhood character considerations. Refer to the area discussions in the appropriate issues chapters. (LCP)

b. Area 2 - Atascadero Beach

This area consists of two large parcels bordered on the east by State Highway One, on the south by the Morro Bay High School, on the west by the Pacific Ocean and on the north by a westerly projection of the Sienna Street alignment.

1. Existing Land Use: The area is vacant. A portion of the vacant property is covered with sand dunes.

2. Potential Development: Development proposals have included planned residential development and motel development. No development plans have been approved by the City. The State of California recently acquired the area known as the Cloisters for Parks and Recreation purposes.

3. Major Coastal Issues: The major coastal issues within this area include: access and recreational use, hazards, (flooding and drainage), visual impacts, locating and planning new development and protection of sensitive dune habitats. Refer to the area discussions in the appropriate issues chapters. (LCP)

c. Area 3 - Del Mar

This area is located east of State Highway One, north of State Highway 41, south of Island Street and west of the City limits.

1. Existing Land Use: Existing land uses include commercial strip development along Main Street which serve both community and visitor needs, motels and multifamily and single family residential uses, and Del Mar Park. There are conflicts existing between the General Plan and zoning ordinances which require resolution.

2. Potential Development: The commercial and residential areas have considerable vacant infill parcels.

3. Major Coastal Issues: The major issues facing this area include visual and hazard concerns, housing rehabilitation, locating and planning new development, and community character considerations. Refer to the area discussions in the appropriate issues chapters. (LCP)

d. Area 4 - Morro Highlands

The Morro Highlands planning area is bounded on the north by State Highway 41, on the west by State Highway One, and on the east and south by the City limits.

1. Existing Land Use: Land uses vary from manufacturing, neighborhood and visitor-serving commercial, mobile home development and some single family development. Approximately two thirds of this area is vacant and is used for marginal cattle grazing.

2. Potential Development: Approximately 200 acres are vacant and available for development. Much of Morro Bay's future growth may occur within this area. It is desirable to designate a nominal amount (approximately 30 acres) of District Commercial use in this area near the freeway interchange. Prior to approval of any use of this land use designation the City shall require a detailed market analysis to demonstrate the need for such use.

3. Major Coastal Issues: Major coastal issues to be addressed in this area include agricultural land uses, locating and planning new development, visual and hazard (hillside protection) concerns. Refer to the area discussion in the appropriate issues chapters. (LCP)



e. Area 5 - Morro Rock

This area is located west of State Highway One and south of the Atascadero Beach Planning Area, and includes the PG&E Morro Bay Power Plant property line as the southernmost boundary.

1. Existing Land Use: The land uses include the Morro Rock and beach areas in recreation and wildlife preservation uses, the power plant, two City park areas, the high school, the City wastewater treatment plant, some visitor-serving commercial uses and a recreational vehicle park.

2. Potential Development: Potential development in this area is varied and could include increased commercial fishing uses, increased energy development-related uses, increases or changes in recreational uses, and some potential for increase in commercial visitor-serving uses. Extension of State Highway 41 - Embarcadero Road is possible.

3. Major Coastal Issues: Major coastal issues within this area include expansion of the commercial fishing industry, power plant expansion and energy-related development and shoreline access. Refer to the appropriate issues chapters. (LCP)

g. Area 6 - Bayfront

This area is bounded generally on the north by the PG&E Morro Bay Power Plant property, on the east by Morro Avenue and the Tidelands Park eastern boundary, on the south by Morro Bay State Park and on the west by the bay.

1. Existing Land Use: The majority of this area is used for harbor-related, commercial fishing, and tourist commercial uses. There is some residential development in this area.

2. Potential Development: Most of this area is developed. Potential development includes increase in efficiency of the commercial areas along the Embarcadero, including additional visitor-serving commercial uses, increase in public access opportunities, and increase in commercial fishing uses. The Tidelands Park is planned for improvement.

3. Major Coastal Issues: The major coastal issues within the Bayfront Planning Area include commercial fishing, visual resources, recreation (boating) and access. Refer to the area discussions in the appropriate issues chapters. (LCP)

h. Area 7 - Central Morro Bay

This area is bounded on the north by Scott Avenue and the PG&E property, on the east by State Highway One, on the south by the Morro Bay State Park, and on the west by Morro Avenue.

1. Existing Land Use: This area includes residential and commercial uses. Some visitor-serving uses are located in this area, particularly along Morro Bay boulevard and Main Street north of Morro Bay Boulevard, and in the area adjacent to the Embarcadero.

2. Potential Development: Most of the residential areas are fully developed. There is potential for expansion of commercial services.

3. Major Coastal Issues: The major coastal issues are limited to housing rehabilitation, visual and community character concerns. Refer to area discussions in the appropriate issues chapters. (LCP)

i. Area 8 - Morro Bay State Park

This planning area incorporates the Back Bay of Morro Bay and Morro Bay State Park. The boundaries are the existing line of residential development to the north, State Highway One to the northeast, and the bay to the west and south.

1. Existing Land Use: Morro Bay State Park and Black Mountain comprise the majority of this area. Along Quintana Road and South Bay Boulevard north of Country Club Drive are a trailer park, some single family residences and visitor-serving commercial uses.

2. Potential Development. There is a possibility for limited commercial fishing, recreational boating or visitor-serving uses adjacent to the tidelands area.

3. Major Coastal Issues: The major coastal issues in this planning area are protection of commercial fishing and coastal access and recreation. (LCP)

j. Area 9 - Harbor and Navigable Ways

This planning area incorporates the area within the city limits covered by bay water, wetlands areas and tidelands.

1. Existing Land Use: The harbor is being utilized for a variety of harbor dependent uses which include dockage, moorage, governmental, commercial and recreational navigation, swimming,

commercial and recreational fishing, mariculture and other similar uses. The harbor serves as de facto safe moorage during inclement weather.

2. Potential Development: It is anticipated that existing uses will be expanded. It is possible that the harbor could be utilized for some coastal-dependent energy uses in the future.

3. Major Coastal Issues: The major coastal issues in this planning area are commercial fishing, energy, access and recreation, diking, dredging and filling, environmentally sensitive habitat protection and locating and planning new development. (LCP)

j. Area 10 - Morro Bay Sand Spit

The Morro Bay sand spit planning area is that area of the sand spit extending north from Montana de Oro State Park to its northerly terminus.

1. Existing Land Use: The existing land use is open space and recreation. No structures exist on the sand spit.

2. Potential Development: Based on governmental and private ownership decisions, there is the potential for development, but environmental and policy constraints may limit the potential for development.

3. Major Coastal Issues: The major coastal issues are the protection of environmentally sensitive habitat, visual and scenic value, access and recreation, and locating and planning new development. (LCP)



## II. LAND USE, OPEN SPACE AND CONSERVATION ELEMENTS

- A. Authority and Purpose II-1
- B. Existing Conditions and Issues II-1
  - 1. Quality of Life II-1
    - a. Existing Conditions II-1
    - b. Issues II-2
  - 2. Development Quality II-2
    - a. Existing Conditions II-2
    - b. Issues II-3
  - 3. Growth II-4
    - a. Existing Conditions II-4
    - b. Issues II-4
  - 4. Residential Uses II-4
    - a. Existing Conditions II-4
    - b. Issues II-5
  - 5. Commercial Uses II-6
    - a. Existing Conditions II-6
    - b. Issues II-7
  - 6. Visitor-Serving Facilities II-8
    - a. Existing Conditions II-8
      - 1. Morro Rock II-8
      - 2. North Morro Bay and Morro Bay State Park II-9
      - 3. North Morro and Del Mar II-9
      - 4. Area 6 - Bayfront II-9
      - 5. Embarcadero II-9
    - b. Issues II-10
  - 7. Industrial/Energy-Related Development II-10
    - a. Existing Conditions II-10
      - 1. Industry II-10
      - 2. Energy Related Development II-10
    - b. Issues II-11
      - 1. Industrial Issues II-11
      - 2. Outer Continental Shelf (OCS) Development Issues II-15
  - 8. Agriculture and Urban Reserve and Urban Service Boundaries II-17
    - a. Existing Conditions II-17
    - b. Issues II-20
  - 9. Sensitive Lands and Open Space II-20
    - a. Existing Conditions II-20
      - 1. Environmental Setting II-20
      - 2. Environmentally Sensitive Habitat Areas II-21
        - a. Morro Rock II-21
        - b. Fairbanks Point II-21
        - c. Black Hill Natural Area II-21
      - 3. Special Environmental Condition or Feature II-24



- b. Issues II-24
    - 1. Diking, Dredging, and Filling Issues II-24
    - 2. Wildlife Habitat Issues II-25
    - 3. Air Quality Issues II-28
- 10. Fishing, Boating and Harbor II-30
  - a. Existing Conditions II-30
  - b. Issues II-32
- 11. Public Facilities II-32
  - a. Existing Conditions II-32
    - 1. Water Supply II-32
    - 2. Water Demand II-33
    - 3. Water Management Plan II-39
      - (a). Wastewater Facilities II-40
      - (b). Wastewater Demand II-40
    - 4. Government Buildings II-41
  - b. Issues II-41
    - 1. Water II-41
    - 2. Sewer II-41
    - 3. Government Buildings II-41
- 12. Archeological Resources II-41
  - a. Existing Conditions II-41
  - b. Issues II-41
- 13. Conservation II-42
  - a. Existing Conditions II-42
    - 1. Surface Waters II-42
    - 2. Soils II-43
    - 3. Air Quality II-44
    - 4. Other Resources II-44
  - b. Issues II-45
    - 1. Soil Erosion II-45
    - 2. Air Quality II-45
    - 3. Other Resources II-46
- D. Land Use Classifications and Land Use Plan Maps II-47
  - 1. Introduction II-47
  - 2. Land Use Classifications II-47
    - a. Residential II-47
    - b. Commercial II-47
      - (1) Neighborhood Commercial II-47
      - (2) District Commercial II-47
      - (3) Service Commercial II-48
      - (4) Visitor Serving Commercial II-48
      - (5) Commercial/Recreational Fishing II-48
    - c. Industrial II-49
      - (1) General II-49
      - (2) Coastal Dependent II-49





- d. Other Land Uses II- 49
  - (1) Mariculture and Marine Research II-49
  - (2) Golf Course II-50
  - (3) Harbor/Navigational Ways II-50
  - (4) Open Space/Recreational II-50
  - (6) Agriculture II-51
  - (7) Mixed Uses Areas II-51
- e. Overlay Designations II-51
  - (1) Planned Development II-51
  - (2) Restricted Areas II-51
  - (3) Park II-52
  - (4) School II-52
  - (5) Public - Institutional II-52
  - (6) Interim/Open Space Uses  
in Industrial Categories II-52
- 3. Land Use Plan Map II-52
- C. Objectives, Policies and Programs II-57
  - General Land Use II-57
    - 1. Quality of Life II-57
    - 2. Development Quality II-58
    - 3. Growth II-62
    - 4. Residential Uses II-64
    - 5. Commercial Uses II-67
    - 6. Visitor-Serving Facilities II-70
    - 7. Industrial/Energy-Related Development II-72
      - a. General Industrial Uses II-72
      - b. Coastal-Dependent Industrial Uses II-73
      - c. Coastal-Dependent Energy Development II-74
    - 8. Agriculture and Urban Reserve and Urban Service  
Boundaries II-77
    - 9. Sensitive Lands and Open Space II-84
      - General Environmental Protection Policies II-84
      - Diking, Dredging, and Filling Policies II-84
      - Environmentally Sensitive Habitat Policies II-84
    - 10. Fishing, Boating, and Harbor II-94
  - Specific Planning Area Policies and Programs II-95
    - Area 5 - Morro Rock II-95
    - Area 6 - Bayfront II-97
    - Area 7 - Central Morro Bay II-99
    - Area 9 - Harbor and Navigable Ways II-100
  - 11. Mixed Use and Overlay Designations II-102
  - 12. Public Facilities II-109
    - Water-Related Policies and Programs II-111
    - Wastewater-Related Policies and Programs II-112
  - 13. Archeological Resources II-112
  - 14. Conservation II-114





## SECTION II

### LAND USE, OPEN SPACE AND CONSERVATION ELEMENTS

#### LIST OF FIGURES

<u>Figure</u>		<u>Page</u>
LU1	Morro Bay Power Plant	12
LU2	Energy-related Facilities	13
LU3	Power Plant Siting Study	14
LU4	Agricultural Study Areas	19
LU5	Sensitive Habitat	23
LU6	Sources of Dredged Sediments	27
LU7	Morro Bay Habitats	28
LU8	Hydrologic Areas	35
LU9	Urban Water Use	36
LU10	Projected Water Demand	36
LU11	Historical Urban Water Demand	37
LU12	Summary Wastewater Flows	38
LU13	Land Use Map Legend	53
LU14	Land Use Map (North Area)	54
LU15	Land Use Map (South/West Area)	55
LU16	Land Use Map (South/East Area)	56
LU17	Mixed Use Areas	108

#### LIST OF TABLES

<u>Table</u>		
I	Commercial Boats	31
II	Projected Water Demand	39



## II. LAND USE, OPEN SPACE AND CONSERVATION ELEMENTS

### A. AUTHORITY AND PURPOSE

As stated in Section 65302(a) of the California Government Code, the Land Use Element designates the "general distribution and general location and extent of uses of the land for housing, business, industry, open space, education, public buildings and grounds, solid and liquid waste disposal facilities and other categories of public and private use of land". The Land Use Element contains standards for the intensity of development in various areas of the City of Morro Bay. Figures LU-1, LU-2, LU-3 and LU-4 comprise the Land Use Map for the City.

Closely tied to the Land Use Element are the Open Space and Conservation Elements. Pursuant to the General Plan Guidelines, the Open Space Element details plans and policies for the preservation of open space to protect natural resources and to provide spaces for outdoor recreation. The Conservation Element specifies measures for the conservation, development and appropriate use of natural resources such as water, soils, streams, harbors, fisheries, wildlife and other natural resources. Since these three elements are so interrelated, they have been combined in one section of the General Plan working document. The applicable sections of the Local Coastal Plan have also been integrated into this section. (New)

### B. EXISTING CONDITIONS AND ISSUES

#### 1. QUALITY OF LIFE

a. Existing Conditions: Morro Bay's history has provided a foundation for the manner in which this community has grown over the years. Morro Bay originally developed because it provided access to shipping, an important asset to nearby farmers and ranchers. In the late 19th century, it became apparent to city founders that this bay offered economic potential, so they began to develop the harbor. If it had not been for a slump in the national economy at that time, Morro Bay could have easily become a miniature San Francisco. Instead, Morro Bay grew to be an important fishing port and an attraction to the touring public.

Morro Bay escaped the rapid transformation into an urban complex. Instead, steps have been taken to preserve the natural environment which could have easily been lost. As such, the City has attracted a population who have come not because it is close to where they work, but because of its qualities. Many of these qualities are environmental, but an equal amount have been created by such things as the atmosphere of the fishing port and its isolation from the faster paces of life.



It is because the people of Morro Bay have more than a casual desire to live here that the need to take every measure possible to maintain this sense of identity is accentuated. Many such measures will have to be in the area of conservation and the maintenance of the environment. It is also important to realize that as the residents of Morro Bay were attracted, so too will the future residents be attracted. Therefore, sound guardianship of this unique and attractive community is necessary if the quality of life is to be maintained. (OS 49 Modified)

b. Issues: The City has identified the following issues related to the quality of life:

1. The retired segment of the population is affected most negatively by increasing costs of living and also has a unique set of demands for public services. This age group is a major component of the population. (LUP 38 Modified)
2. The variation in the city's population caused by the influx of tourists has many effects on the residents' activities as well as the community's ability to serve a population that doubles its actual size. (LUE 38)
3. Morro Bay offers only a limited source of employment for its residents and thus many of the young people and families must seek work and residence in more urban areas. (LUE 38)
4. A growing concern in the community relates to the fear that the qualities that originally attracted people to Morro Bay will be lost if future development is not closely reviewed and regulated. (LUE 38)
5. The maintenance of the natural image portrayed by the city and its surroundings must be guaranteed if one of the primary reasons people live in Morro Bay is to remain intact. (LUE 36)

## 2. DEVELOPMENT QUALITY

a. Existing Conditions: Morro Bay, with all of its natural charm, has been greatly influenced by man's development of the land with much of the urbanization occurring years before the environment and planning were subjects of great concern. Some rather fixed patterns became established which are generally inappropriate or rather undesirable today. Others, while not undesirable, have established a physical setting that greatly influences the physical form the city will take in the future. (LUE 12)

b. Issues: Perhaps the earliest significant impact man had on Morro Bay was that of establishing the "checkerboard" street system (grid pattern) on the sloping and rolling terrain which is now the central portion of the city. This provided for efficient subdivision of the land, but ignored its form and topography. In some of the more recent subdivisions, greater thought went into street design, but on a whole the system is still based on the linear, grid pattern design which greatly influences the form of the city. (LUE 12)

As time went on, traffic volumes increased and Highway 1 was transformed into a freeway bypass which stands as a barrier between northern and southern Morro Bay. It is most unfortunate that a short section of what has always been characterized as a scenic highway had to be converted to a "Los Angeles-like" expressway. However, as with the city's street system, this freeway is not likely to vanish in the near future and thus must be dealt with as a well established feature of the Morro Bay setting. (LUE 12)

Many residents desire hillside lots because they afford better views. This has not created many serious problems, for much of the existing hillside development has been executed well. If, however, in the future more homes are built on the hillsides, then the concern for the slopes will no longer be a casual issue. There are enough examples of poor hillside planning; Morro Bay need not follow this pattern. (OS 52 Modified)

The commercial and industrial land uses don't represent extensive users of land in Morro Bay, but they often have significant impact on the environment. Perhaps the greatest problem is the fact that they generally cover the entire area devoted to their use with buildings and parking lots. Not only does this mean almost one hundred percent of rain waters will run off into the streets, but it also leaves little room for retaining anything natural, i.e., landscaping. This may seem to be merely an aesthetic consideration, yet if these forms of development are allowed to continue to strip away Morro Bay's natural qualities, more than the City's appearance will be damaged. (OS 54)

The most obvious industrial use in Morro Bay is the Pacific Gas and Electric power generating facility that graces the City's horizon with its three towering exhaust stacks. Aesthetically this land use is perhaps the most unpopular, yet economically, it is quite the opposite. Unfortunate as it may be aesthetically, this facility will continue to exist for some time. (OS 54)

Commercial and industrial land uses have regretfully not been known for their environmental quality. Such need not be the case, however. Improvement can result through the imaginative use of landscaping materials, variation in land elevations,

building location, wall construction, earth mounds and, of course, simply the quality of development, whether it be a single building, a shopping center, a tract of homes or an entire community. (OS 55)

### 3. GROWTH

a. Existing Conditions: The population of Morro Bay appears to be continuing its slow but steady climb at a pace only 1/3 to 1/2 that of county-wide growth. The average City growth rate between 1981 and 1984 was 1.4 percent per year. During that same time period, the County grew at an average 3.1 percent per year. During the 1970's, the City grew at an average of 2.75 percent per year. The growth rate was slowed during the 1980's due to restrictions on growth established by the Local Coastal Plan and by City referendum Measure F, adopted in the November 1984 election. (New)

Future growth of Morro Bay will be determined by the ability to provide service and by what the community views as a desirable environment. Under the LCP Land Use Plan and zoning, total build-out within the community would be approximately 13,500 people (LCP 93). Measure F established a December 31, 2000 ceiling of 12,200 people which matches the rate of growth in the LCP sewer capacity projections.

b. Issues: The City currently has limited water resources although it is exploring additional supplies. Until additional water sources are found, limitations on growth are necessary.

As established in the analysis conducted for the Local Coastal Plan, future water facilities will be sufficient to meet future water demands. These facilities will not, however, be available until funding becomes available for construction and construction has been completed. Therefore, additional population is contingent upon provision of additional water facilities. In addition, anticipated wastewater treatment plant expansion will be capable of supporting a smaller population than build-out would allow. Thus, recognizing that future development in the community will be limited by the availability of public services, and to be consistent with the intent of the Coastal Act, it is necessary for the City to set priorities and guidelines for future growth. (LCP 93--See also the discussion of resource capabilities in the Public Services Section of this document.)

### 4. RESIDENTIAL USES

a. Existing Conditions: Morro Bay is widely known as an ideal residential area. The temperate weather, scenic environment, state parks and numerous recreational opportunities, and relaxed pace of life all contribute to the residential desirability. The



City also provides considerable diversification in the character of its many residential neighborhoods and the types of housing available.

Extensive areas of the City were subdivided many years ago into small lots, many of which are under 3,000 square feet in area. This creates a compact use of the land and gives a feeling of relatively high density development in some parts of the City. Insuring adequate landscaping, setbacks, and separation of buildings on the smaller lots presents a special planning challenge. This situation is becoming more pronounced as high land costs and year round occupancy lead to requests for larger homes.

Virtually all new residential development opportunities are through in-fill within the existing City boundaries. New annexations are not anticipated in the foreseeable future. Because there is only limited capacity for new subdivision, residential development is focused on existing vacant parcels or on re-construction on previously developed property. The City is experiencing a gradual transformation of its residential areas in which many small, older structures are being replaced by new and considerably larger homes. This places considerable emphasis on ensuring that new projects fit well with the established neighborhoods.

Much of the area developed for residential use is well buffered from potential conflicts with other types of land uses. There are portions of the City however, such as along North Main Street, where residential uses are in close proximity to commercial activity and to Main Street and Highway 1 traffic. On Allesandro Street residential uses are adjacent to service commercial area. In all of these areas special attention needs to be given to planning decisions to insure the liveability of the residential environment.

The Housing Element of the General Plan describes the amount of housing currently available by type and condition, projects additional residential development opportunities and generally discusses problems and issues affecting the City's housing stock.

b. Issues: In addition to the problems identified in the City's Housing Element, the following issues have been identified for residential land uses:

1. Additional properly located, multiple family housing is needed to provide more housing choices to all income and age groups within the community. (LUE 7)
2. Energetic efforts must be made to provide the community with opportunities to obtain adequate, moderately priced housing in a variety of housing types. (LUE 7)

3. Some citizens of Morro Bay living upon fixed incomes are finding it increasingly difficult to locate, maintain or retain suitable housing. (LUE 7)
4. The growing student population in the area creates a demand for residential development that could be constructed at high densities. (LUE 41)
5. Multiple family units and mobile home parks, both new and old, do not have the amenities typically found in developments reflecting current design practices. (LUE 41)
6. Many older motel units are being used as permanent housing and unless adequate standards are utilized for such conversions, undesirable housing conditions could result. (LUE 41)
7. Old trailer parks, originally intended to accommodate travel trailers, are providing permanent homes for their occupants. (LUE 41)
8. The small lot subdivision patterns in North Morro Bay have created an inefficient development scheme for housing. These neighborhoods also lack the exterior spaces typically required for such densities. (LUE 41)
9. The mixture of residential styles resulting from the individual custom home building concept, as opposed to large scale tract development, contributes significantly to the image of the City. Contemporary forms of typical tract development could detract from this residential image. (LUE 41)
10. The proper design of residential development is especially critical where a parcel of land has features that are to be preserved and the buildable portion of the parcel is reduced accordingly. (LUE 41)

## 5. COMMERCIAL USES

a. Existing Conditions: The commercial areas of Morro Bay are composed of a wide variety of commercial uses as well as motels and some residential uses. These areas include the downtown, the Embarcadero, Quintana Road, and North Main Street. Each has its own special character and function. A combination of limited available land, and competition from Quintana Road, North Main Street and areas outside the City have resulted in a decline in the importance of the downtown as the major shopping location. Conversely, the Embarcadero with its tourist orientation remains strong economically but experiences seasonal fluctuations in business activity.

The lack of competitive shopping for groceries led in 1986 to citizen approval of Measure "B", which rezoned 30 acres of the Williams Brothers property to mixed commercial uses. This area is contemplated as the possible site for a large retail shopping center with a food market as the anchor. In 1988, a similar initiative (Measure "D") was adopted to increase the amount of commercially zoned area in the vicinity of Kennedy Way and Quintana Road. This is envisioned as a potential alternative site, or additional site for a new shopping center. In summary, there has been a considerable desire by Morro Bay residents to improve the availability of competitive shopping for food and other basic necessities.

In 1977 and again in 1987, an economic study of Morro Bay was conducted to determine what direction the City should take in the future. The following statements summarize the results of that study:

- Retail sales will increase because of the increase in both visitors and permanent residents. However, major shopping may still be conducted in San Luis Obispo, Santa Maria and other regional centers.

- Land should be available for potential industrial-warehousing development.

- Many commercial uses in the downtown are unused or underused.

- Commercial development in North Morro Bay plays a definite role in serving this part of town, but its expansion could seriously affect the improvement in downtown. The commercial zoning in this area exceeds what is expected to be required.

- Because of the significance of the contribution to retail sales by the tourist, it seems appropriate to maintain a close association between retail commercial land uses and tourist-related land uses. (LUE 30- 31)

b. Issues: As a result of the City's studies of commercial uses, the following problems have been identified:

1. The aging process has caused Downtown to suffer from a lack of regional drawing power, parking deficiencies, declining visual quality and generally a loss of commercial significance in the City.

2. The visual appearance of most commercial areas suffers from a lack of landscaping, architectural treatment and well-designed signing.



3. Commercial development is dispersed throughout the City as a result of previous strip zoning practices. This has created an excessive amount of commercial acreage some of which has marginal locational desirability. This condition is most significant on north Main Street.

4. The working image of the harbor and its natural qualities have contributed to the public's enjoyment of this unique area, but if not controlled, public use could overshadow those qualities that make the area such a popular attraction.

5. The North Main Street strip commercial area has an excessive amount of vacant commercially zoned property. Additionally, it is not central to the areas where added residential development will occur. The streets intersecting North Main Street are so numerous that added driveways in between could create an unmanageable traffic condition if this strip were to develop commercially. (See Circulation Element)

6. Morro Bay does not provide a full complement of commercial services and thus considerable retail trade is lost each year to San Luis Obispo and other nearby urban centers. (LUE-35)

## 6. VISITOR-SERVING FACILITIES

a. Existing Conditions: The majority of the visitor-serving facilities are located along State Highway One, Morro Bay Boulevard, and between Harbor Street and Pacific Street along the Embarcadero and above the bluff line. The City's major industry is tourism, and as a result, emphasis is placed on the provision of those services required by tourists of all income categories. (LCP 59)

Visitor-serving development includes hotels, motels, campgrounds, restaurants and recreational vehicle parks along with commercial/recreational developments such as shopping and amusement areas which provide services for visiting tourists. These visitor facilities, together with public parks and beaches, provide major opportunities for public access and recreation in the coastal area. (LCP 58)

The major visitor-serving resources in the City are as follows:

(1) Morro Rock: Morro Rock is the City's major landmark and provides a visual focus for the entire area. By providing access for autos, pedestrians and bicycles through a land causeway, visitors as well as residents can enjoy picnicking and other passive activities and view of the ocean, or a panorama of the bay and coastline. (LCP 61)

(2) North Morro Bay and Morro Bay State Park: The state parks in these two planning areas are a very important part of the visitor's attraction to Morro Bay, and they should be improved and expanded consistent with the preservation of the habitat and scenic characteristics of the City. The following improvements and expansion are recommended:

- a) Additional camping spaces at Morro Bay State Park.
- b) Facilities improvement at Atascadero State Beach.
- c) Provision of overflow RV spaces at both State Park facilities.
- d) Acquisition of the privately-owned parcels on the sand spit and adjacent to Montana de Oro State Park in order to ensure its open space preservation use (See Policy 1.44 in Shoreline Access and Recreation, Chapter III of the LCP)

(3) North Morro Bay and Del Mar: The north Main Street area is a commercial strip extending 1.5 miles from Atascadero Road (Highway 41) to Zanzibar Street, near the northern boundary of the City. This area, encompassing approximately 50 acres, includes 20 parcels of undeveloped land. These parcels comprise approximately 14 acres and range in size from 1/10 acre to 10 acres. (LCP 63)

Although this area has potential for visitor-serving development, it does have some problems. Overall single lot sizes are small with shallow depth. Approximately 80 percent are 1/4 acre or less. Another major problem is limited access. The freeway (Highway One), which handles most traffic through this area, has caused the commercial area to be somewhat isolated from most visitor traffic flow. Additionally, many of the existing commercial sites in this area are old and in need of maintenance. Therefore, visitor-serving commercial uses in this area should be clustered at the State Highway One-State Highway 41 intersection and should serve those travelers passing through the City.

The intersection west of State Highway One and State Highway 41 also offers the potential for increased visitor-serving uses. This area contains vacant acreage which could be developed into visitor services, particularly motels. If Embarcadero Road is connected to State Highway 41, this will become a secondary entrance to the City. Visitor services currently exist in this area. (LCP 63)

(3) Bayfront: The City encourages the bluff area, bordered by Front Street and Main Street, which extends to both Olive and Surf Streets, for potential development and expansion of visitor-serving facilities. This area, currently providing zones for motel/hotel uses, visitor-serving commercial uses, eating and drinking establishments as well as recreational

vehicle parks, encompasses an area of approximately 80 acres, with approximately nine acres currently undeveloped. These nine acres are composed of thirteen parcels ranging in size from 3.4 acres to 1/5 acre. Development of visitor-serving commercial facilities in the bluff district is encouraged because this area provides an important link between the Downtown and Embarcadero. (LCP 63-64)

(5) The "Embarcadero" area of the City of Morro Bay is the hub of activity for visitors, providing a variety of recreational opportunities, coastal access areas and numerous visitor services. A wide range of interesting small retail store complexes, a variety of restaurants, and commercial boating and fishing services all cater to Morro Bay visitors. Pedestrian walkways provide opportunities for more passive recreations such as window shopping, conversing and sightseeing. The entire "Embarcadero" area provides visitors and residents direct exposure to the bay, Morro Rock, and a working fishing harbor. (LCP 61 Modified)

b. Issues: During the busy three-day weekends and summer months, Morro Bay has a shortage of accommodations; however, during the winter months occupancy rates are low. The capability of providing additional accommodations, realizing the slow winter months and resulting economic hardships on the part of motel/RV park owners, is an identifiable problem. Overflow RV and camping accommodations for peak visitor periods is one practical solution currently under investigation by the City. Motels will be constructed as economic conditions allow as long as sufficient space exists. (LCP 60)

Despite the City's prominence as a tourist destination, there are a lack of amenities to support the tourists' needs. Such things as parking and landscaped spaces are in great demand and should be provided. (New)

## 7. INDUSTRIAL/ENERGY-RELATED DEVELOPMENT

### a. Existing Conditions:

1. Industry: With the exception of the Pacific Gas and Electric power plant, fishing operations represent the only significant form of industrial activity in the City at this time. (LUE 35, See the Fishing, Boating and Harbor Section of the Land Use Element)

2. Energy-Related Development: A number of energy facilities are located in the City of Morro Bay and its surroundings, and recent signs indicate that the City will feel the pressure of more energy development in the near future.



As a part of its Local Coastal Program, Morro Bay is required to address energy and other coastal-dependent industrial developments that may have a significant impact on the community. Existing facilities in Morro Bay which must be addressed include:

- a) Estero Bay super tanker port;
- b) Expansion of the P.G. & E. power plant;
- c) Support facilities for Outer Continental Shelf (OCS) oil and gas development;
- d) New power plants. (LCP 102)

Government Regulation of Energy Development: Because energy facilities are generally considered to be of "greater than local significance", they are regulated by a large number of federal, state and local regulations, of which the California Coastal Act is but one. Local jurisdiction over energy-related development has been pre-empted by state and federal agencies over the last 20 years.

However, under Section 30519 of the Coastal Act, the permit authority over energy-related developments that the Coastal Commission now enjoys was delegated to the City of Morro Bay upon certification of the City's Local Coastal Program. For those future energy projects not identified within the Local Coastal Program at the time of certification, an amendment to the Program may be requested if the purpose of the energy-related development proposal is to meet the needs of an area larger than the City. (LCP 105-6)

b. Issues:

1. Industrial Issues: Zoning has not been sufficient enough to separate business operations with industrial-like characteristics from general commercial areas, i.e., boat building, marine and auto repair, warehousing, etc. The outcome is that land use patterns have materialized that are becoming significant enough to warrant their recognition as service commercial or commercial manufacturing areas. (LUE 35)

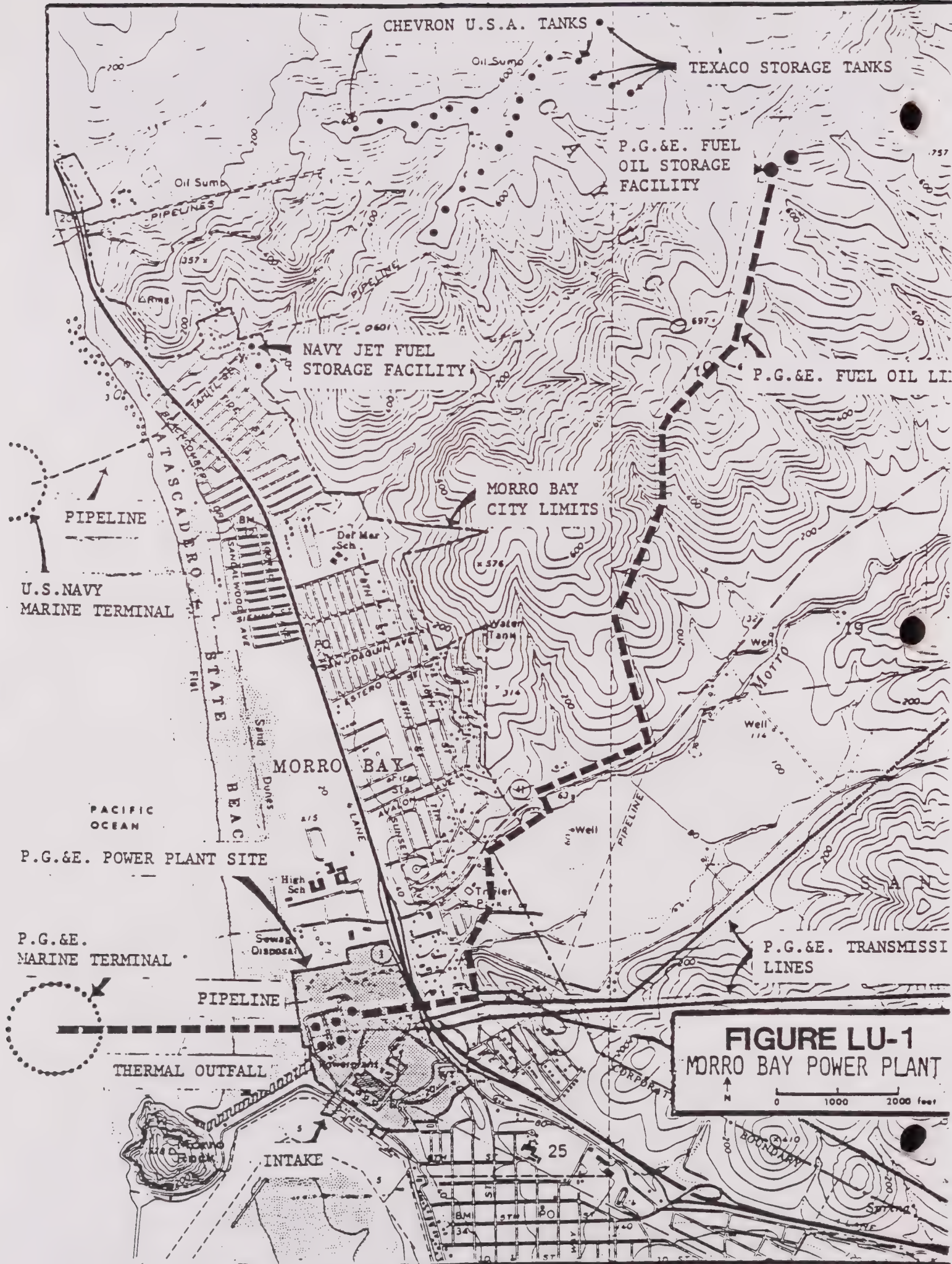
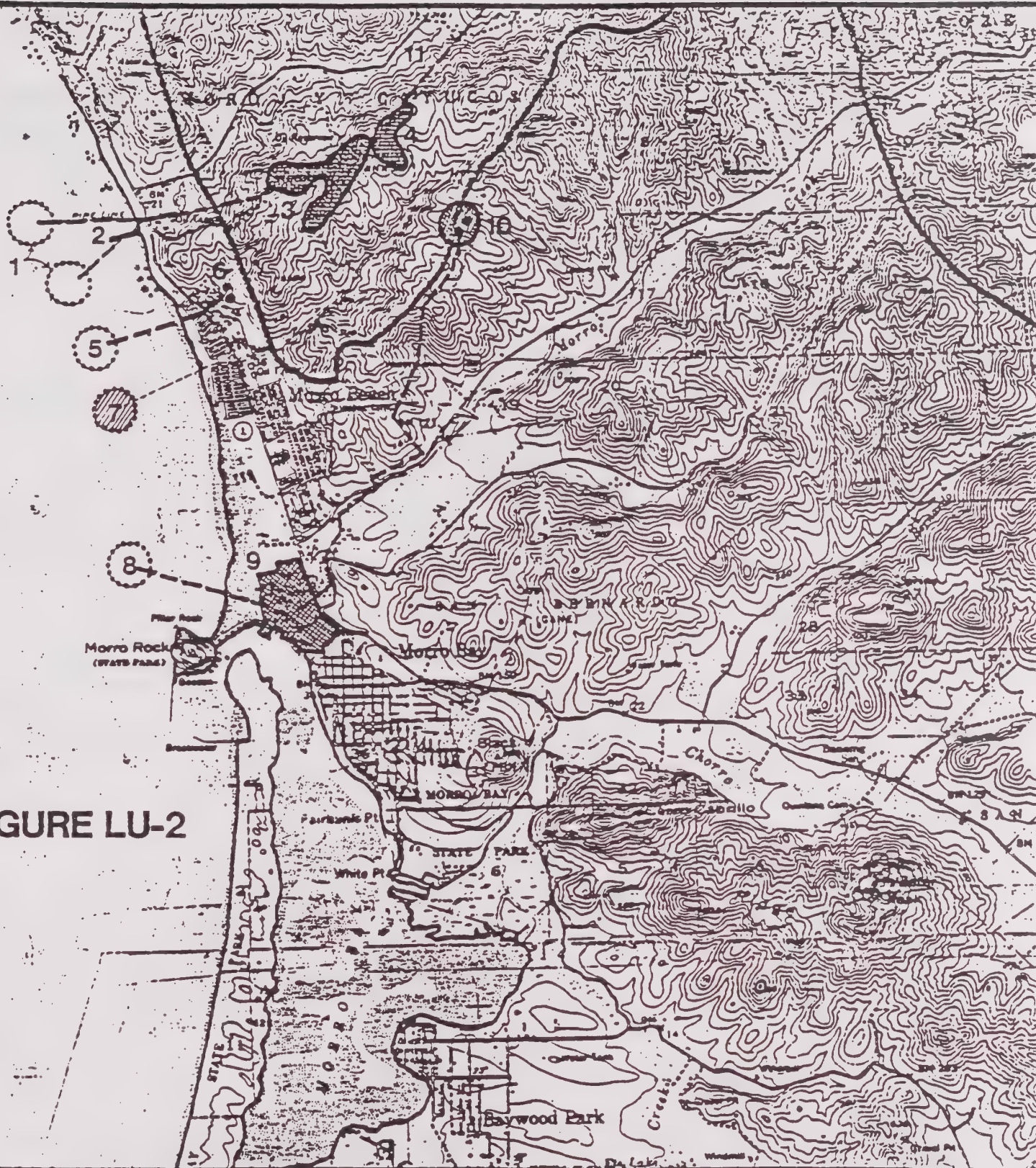




FIGURE LU-2



## ENERGY RELATED FACILITIES

1. Chevron U.S.A. Marine Terminals and Pipelines
2. Chevron U.S.A. Pier
3. Chevron U.S.A. Oil Storage Tanks
4. Texaco Oil Storage
5. Navy Marine Terminal and Pipeline
6. Navy Jet Fuel Oil Storage Tanks
7. Former Texaco Marine Terminal and Abandoned Pipeline
8. PG&E Marine Terminal and Pipeline
9. PG&E Morro Bay Power Plant
10. PG&E Oil Storage Tanks and Pipeline
11. Chevron U.S.A. Pipeline from San Ardo and San Joaquin Valley



# COASTAL COMMISSION

## POWER PLANT SITING STUDY






-  UNDESIGNATED CITY LAND AREA  
Power Plants Allowed
-  UNDESIGNATED COUNTY AREA  
Power Plants Allowed
-  PARTIALLY DESIGNATED  
WATER AREAS  
No Power Plants, but Intake  
or Outfall Conduits Permitted
-  PARTIALLY DESIGNATED  
LAND AREAS  
No Power Plants, but Intake  
or Outfall Conduits Permitted
-  DESIGNATED AREAS  
No Power Plant  
Developments Allowed

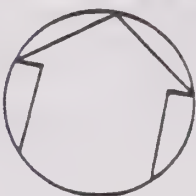
FIGURE LU-3

PG&E Power  
plant Site

Morro Rock

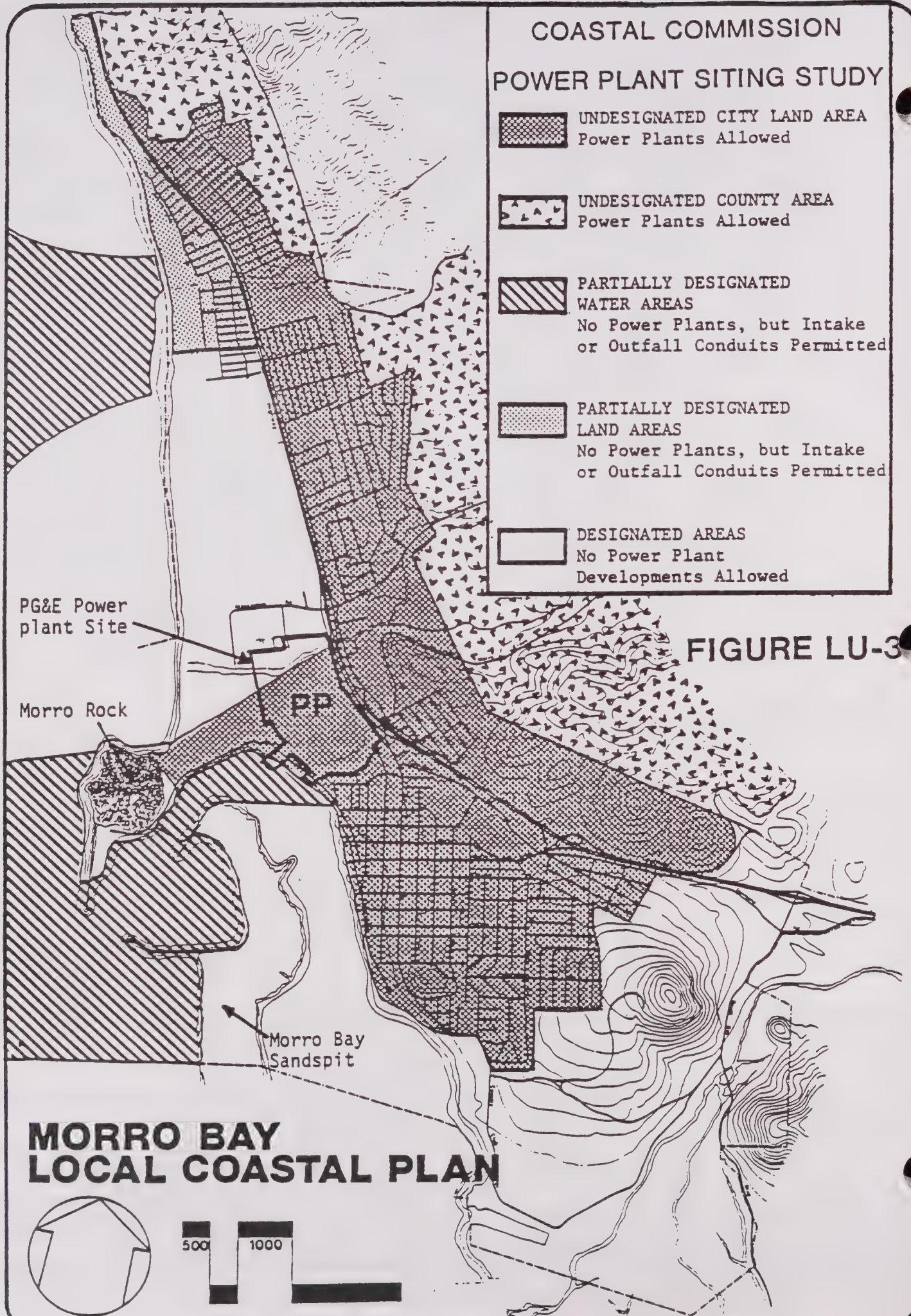
Morro Bay  
Sandspit

## MORRO BAY LOCAL COASTAL PLAN



500

1000





In order to encourage additional fishing and boating industry-related development, the harbor is going to have to be continuously maintained and improved as a significant boat berthing facility. (LUE 35, See Circulation Element)

The Morro Bay power plant site does have some constraints in terms of expansion. While cooling water is readily available, air quality standards may be a limiting factor. Environmental determination and an EIR would be required before expansion could occur. (LCP 117)

2. Outer Continental Shelf (OCS) Development Issues: Since there is a shortage of suitable wharfage space, moorings and areas for expansion of commercial fishing industry, competition between commercial fishing and OCS related development would probably occur. From the oil industry's point of view, protected harbors which serve the commercial fishing industry are more desirable than pleasure boat marinas or cargo ports. However, construction and drilling boats associated with service bases are generally 180 to 220 feet in length and have a displacement of 15 to 20 feet. Presently, Morro Bay Harbor could not accommodate this type of craft unless there is a total overhaul of the harbor with a tremendous amount of dredging. (LCP 120)

Wharfage requirement for a service base most likely would require a minimum of 200 feet of waterfront property. The only area for this would be the land between P.G. & E. and Morro Rock in the Coleman Park area. But this area is critical to the City's plans to develop facilities to meet the needs of the commercial fishing industry and to improve the land area as a quality waterfront park and recreation area. (LCP 120)

The process of recovering oil and gas from the Outer Continental Shelf requires considerable industrial activity on land as well as at sea. Offshore platforms must be constructed. Food, fuel and drilling supplies must be assembled and shipped to the offshore work site. The workers from these activities need housing as well as community facilities and services. Estimating onshore impacts depends on whether or not recoverable resources are discovered, and if so, in what quantity. Until exploration is completed, the scale of onshore support requirements cannot be accurately predicted. (LCP 118)

Other impacts that would result from locating OCS support facilities in the City of Morro Bay include:

(a) Displacement of commercial fishing industry: Due to the similarities in the requirements of commercial fishing boats and of those service vessels, and because the oil industry can afford to pay more for the services required by their boats than can the fishing industry, commercial fishing would tend to be displaced if a competitive situation arose.

(b) Displacement of labor force: Some portion of the previously employed labor force might be attracted to the new industries due to higher wages, perhaps resulting in the decline of traditional industries. (LCP 120)

(c) Creation of new jobs: Employment for local and imported labor, generating local cash flow, induced and indirect employment, would be generated.

(d) Increased demand for housing: Housing demand from the OCS labor force would have a significant impact on the community's limited housing supply.

(e) Environmental impacts: Resulting oil spills and dredging may have significant impact on Morro Bay's wetlands. (LCP 121)

Beyond the impacts that would be posed by the location of an onshore support base in Morro Bay, the development of tracts in the Outer Continental Shelf would have the following additional impacts on the community:

(a) Air Quality: San Luis Obispo County is an air quality attainment district and meets its air quality standards. OCS development is a problematic source of hydrocarbon emissions and may cause the County's air quality to exceed standards. Further information regarding impacts and mitigation measures which would reduce impacts is needed.

(b) Oil Spills: An oil spill in Morro Bay would have a devastating effect on the wetland and associated wildlife species, including rare and endangered bird species. An oil spill on the beaches may severely reduce tourism, vital to the City's well-being.

(c) Visual Impacts: The siting of oil platforms offshore may impact coastal views. These visual concerns must be balanced, however, with the nation's increased need for domestic fuel supplies.

Personnel employed in commercial fishing and support industries may be recruited by the oil industry. This could lead to a decline in the industry. Other than these, however, personnel for OCS development will most likely be recruited from other areas due to the requirement for skilled help. While the percentage of new personnel (non-local to those hired who are local) ranged from 31 percent to 85 percent (Department of the Interior, 1978), it must be noted that the lower numbers come from areas, unlike San Luis Obispo County, with an already established oil industry. (LCP 121)

Environmental impacts stemming from service base (and other facilities) development would be of the same nature as any other comparably scaled development, except for those stemming from harbor expansion or oil spills. Coastal wetlands and associated wildlife are extremely sensitive to dredging, the resulting increased turbidity and sedimentation and oil from spills. The preliminary draft EIS indicated damage to wetland from an oil spill may last for up to ten (10) years. (LCP 122)

Alternatives to locating a service base in Morro Bay would either be the Chevron Estero Bay tanker-terminal, Port San Luis or the proposed service base at Gaviota. The proposed base at Gaviota could potentially accommodate the heavy industry requirements of OCS while smaller scaled facilities could be sited at a location within the County. (LCP 122)

To conclude, accurate identification of specific onshore OCS-related facilities and their potential impacts on the community is not possible until the exploration phase is over. Short of this, projections of recoverable resources and facility requirements can be made. These projections or scenarios are currently being developed by the County through a Coastal Energy Impact Program (CEIP) grant. Identification of potential offshore development and onshore facility requirements will allow proper planning for impacts stemming from OCS development in the event Lease Sale #53 and other subsequent sales occur and commercial development begins. (LCP 122)

## 8. AGRICULTURE

a. Existing Conditions: For many reasons, the Morro Bay area remains a notable agricultural area. This land use is generally found in the numerous valleys that radiate from Morro Bay. The crops vary in type, but corn, beans, and dry farming are the most prominent. The hillsides around Morro Bay, being more rugged, are predominantly devoted to open grazing. (OS 50)

Some of the important roles this use of land has in the Morro Bay area are:

1. Creates an attractive image at the entrances to the Community.
2. Maintains a sense of openness in some of the more picturesque portions of the area.
3. Maintains open areas that are critical to the function of ground water recharge and percolation, as well as allowing for the recycling of irrigation waters back into the groundwater basins.
4. Acts as a productive use of the land for which this area was historically noted.



Thus, as can be seen from the above, agricultural land isn't necessarily just land waiting to be developed, but it performs an important role in the local environment. (OS 51)

The Chorro and Morro Valleys, within and adjacent to the City, have either in the past or are presently supporting some agricultural activity. The City, however, contains a relatively small area devoted to this interim use. The City has no local coastal planning authority over lands outside its corporate limits, but does have strong interest in resource protection and land use planning for this area. Additional agricultural uses in these valleys may consume additional water resources which will affect supplies within the City for urban uses. Other coastal resources may be adversely affected by activities in the unincorporated County area (i.e., soils erosion, contamination of streams and ground water supplies with fertilizers and pesticides, etc.). Decisions and policies regarding agricultural lands outside the City limits but within the coastal zone will be addressed by the County of San Luis Obispo's Local Coastal Program. (LCP 128)

The Local Agency Formation Commission (LAFCO) has placed a substantial portion of the adjoining county agricultural area within the City's sphere of influence. This action gives the City a degree of control over the future land uses adjacent to the City since the County normally consults with jurisdictions regarding land uses within their sphere of influence boundaries. (New)

The Chorro Valley runs southeast of the City towards the City of San Luis Obispo. Flanked by the chain of volcanic plugs known as the Morros to the south and by the San Bernardo Mountains to the north, the valley floor is traversed by Chorro Creek which empties into the Morro Bay estuary below Morro Bay State Park. The elevation of the valley floor ranges from sea level to 200 feet and averages a half mile in width. The San Bernardo Creek and San Luisito Creek tributaries also contain lowlands which are cultivated.

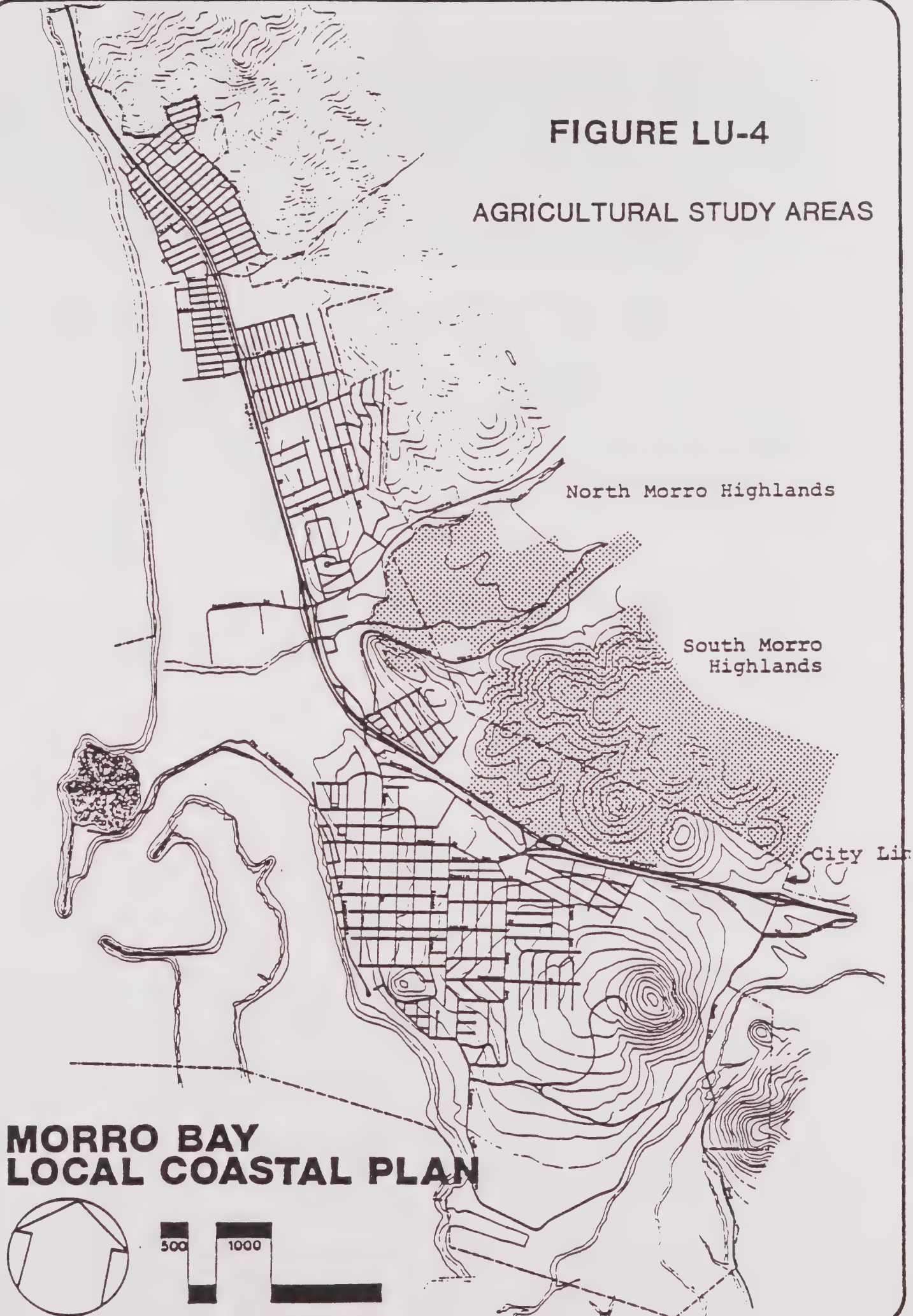
Morro Valley, traversed by Morro Creek, which empties to the sea just north of Morro Rock, runs a northeast course inland towards the Atascadero area. The Coastal Zone Boundary cuts across the valley about 4.5 miles away from the City. Lying between the San Bernardo and Morro y Cayucos Mountains, the Morro and Little Morro Creek bottomlands at the confluence of the two creeks are about a half mile wide. The elevation of the valley floor within the coastal zone ranges from 50 to 350 feet, and the adjacent hills rise abruptly into steep, rolling slopes.

For the most part, the City cannot readily attest to the condition of the lands in its regional environs, because site specific evaluations have not been made of its agricultural capabilities. (LCP 128)

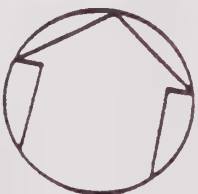


FIGURE LU-4

AGRICULTURAL STUDY AREAS



MORRO BAY  
LOCAL COASTAL PLAN



b. Issues: Agriculture land uses are hardly urban forms of development: however, their proximity, in this case, to more urbanized areas makes them an important feature. In an urban setting, they function as a form of open space and usually define the edges of a community. Unfortunately, agriculture is often slowly pushed away from a growing community simply because an expanding community tends to increase the value of land on its edges. Once the taxes on agricultural land become excessive, the land succumbs to development. (OS 50)

Proper farm management is the key in insuring that agricultural lands aren't exploited. Of primary concern are the valuable soils associated with this land use. Also, the application of fertilizers, insecticides, pesticides, etc. is not only capable of damaging the soil, but they have the potential, if misused, of affecting the groundwaters, wildlife and other forms of vegetation. Currently, however, there were no indications found that such was a problem in Morro Bay. (OS 50)

Prime agricultural lands located in Morro and Chorro Valleys will receive pressures for development unless a logical means can be established to preserve these for agricultural purposes. (LUE 36)

Urban uses, if not controlled, will push agricultural uses out of existing prime agricultural lands. Replacement of agricultural use in Morro and Chorro Valleys by urban uses could seriously reduce the water percolation rate into the groundwater basins located in these valleys. (OS 81)

## 9. SENSITIVE LANDS AND OPEN SPACE

### a. Existing Conditions

1. Environmental Setting: The unique environmental features in the Morro Bay area can be characterized by their sheer variety and, further, their complexity. Morro Bay is bordered on the inland by rolling hills and narrow, well-defined valleys. These valleys are greatly utilized for agriculture and thus provide an interesting pattern on the land, as well as a sense of openness.

Features like Hollister Peak, Black Hill and Morro Rock engender sharp contrast to the area because of their dramatic height and form. The backdrop to this setting is provided by the Irish Hills to the south and the Santa Lucia Mountains to the east and north. Thus, unlike many communities, these features provide Morro Bay with a sense of containment and, therefore, a strong physical identity.

The heart of Morro Bay's environmental setting is, of course, the Bay. The Bay is for the most part an estuary environment with its navigable portions and the harbor having

been created by man. The estuary has become critical to migrating birds since it is the only one suitable to the needs of this wildlife on the entire central coast. Further, the estuary, in principle, is the most productive of environmental systems and, as such, it attracts and supports hundreds of forms of wildlife. (OS 4) Of these, four are considered by the State to be endangered species:

- |                     |                           |
|---------------------|---------------------------|
| 1. Peregrine Falcon | 3. California Least Tern  |
| 2. Brown Pelican    | 4. Morro Bay Kangaroo Rat |

At least one species is considered to be a rare species-- California Black Rail. (OS 43)

2. Environmentally Sensitive Habitat Areas:

a. Morro Rock: The ecological preserve located on Morro Rock serves as a nesting site for Peregrine Falcons. Morro Rock is located at the mouth of the bay and is the northernmost visible volcanic plug in a chain of plugs which extends from Islay Hill in San Luis Obispo to Morro Rock. The rock is connected to the mainland via a strand which is composed of fill materials, much of it dredged from the bay during past operations.

The rare and endangered Peregrine Falcon nests on Morro Rock. The rock is one of the last remaining sites for the falcons and is one of the few known nesting sites on the coast north of the Channel Islands in Santa Barbara County. (LCP 204)

b. Fairbanks Point: Located at the southern end of Morro Bay's City limits and adjacent to Morro Bay State Park is Fairbanks Point; the Inn at Morro Bay Restaurant lies to the north. The State of California has acquired the Fairbanks Point property as an addition to Morro Bay State Park.

The grove of eucalyptus trees located at Fairbanks Point serves as a major nesting site for herons. In 1971, 74 active nests of the great heron were counted. A count conducted in 1972 indicated 100 nests of the Black Crowned Night Heron were located here. (LCP 204)

c. Black Hill Natural Area: This upland area of Morro Bay State Park is located southeast of the City of Morro Bay. The country club and golf course are located to the southwest of Black Hill. The dominant community is coastal sage scrub.

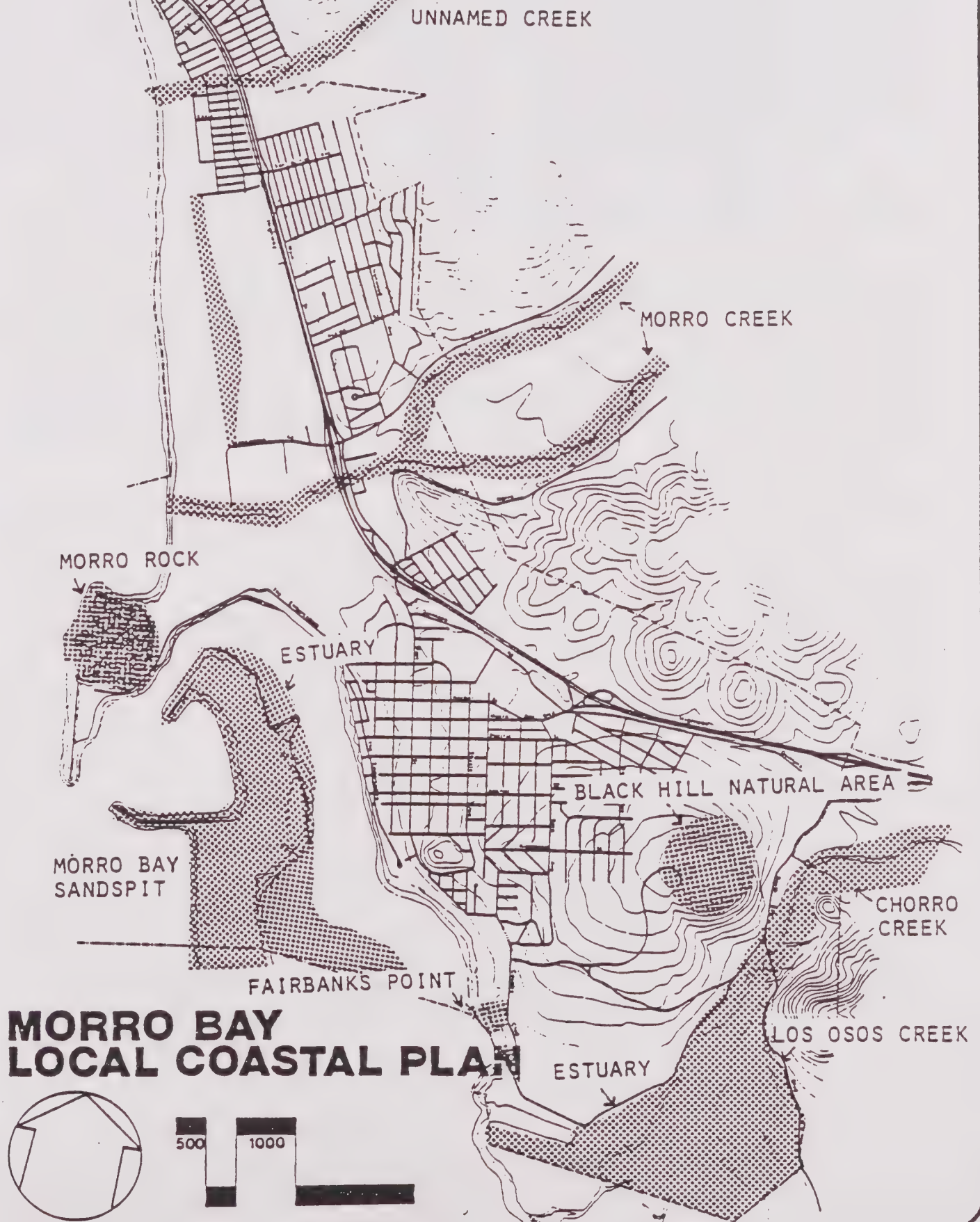
Within the plant community of coastal sage scrub are such species as California sagebrush, deerweed and buckwheat. This community also contains species characteristic of chaparral and grasslands. As is typical



of coastal foothill areas, the grasslands are characterized by pasturelands and scattered grass openings of the chaparral. The rare layia jonesii is located here. (LCP 204)

FIGURE LU-5

SENSITIVE HABITAT AREAS



3. Special Environmental Condition or Feature: In the Morro Bay area the environment is so diverse that this classification is applied for several reasons. Those features and conditions included in this category are as follows:

- Morro Creek
- Little Morro Creek
- Unnamed Creek (north of Morro Creek)
- Chorro Creek
- San Bernardo Creek
- Los Osos Creek
- Remaining non-public portions of Morro Bay Marsh
- Sand Dunes (north of high school)
- Significant vegetation (west of San Jacinto Street)
- Ridge line of the Park Ridge Mountains
- Landslide areas and steep hillsides

These areas, because of their environmental significance, are proposed as requiring an open space treatment. These features, however, are not intended to preclude development of the areas within which they are located. More importantly, this plan recognizes these areas as requiring special treatment which may include them as a special feature in the open space characteristics of development. Maintaining the natural character of a creek adjacent to a residential development next to it would be an example of this treatment. (OS 102-3)

b. Issues

1. Diking Dredging and Filling Issues: About every two years the U.S. Army Corps of Engineers dredges the bay for harbor maintenance. This dredging is necessary to allow continued operation of the harbor and enhancement of habitat areas in the bay. However, adverse impacts may also result from dredging, and an understanding of the problems and benefits associated with dredging are imperative. In order to maintain the natural habitat areas of the bay, harbor development must be carried out with a minimum of adverse impacts. (LCP 206-7)

Dredging has an adverse impact on the benthic organisms of the bay. Dredging also increases turbidity, thereby disrupting the photosynthetic processes of the bay organisms. (LCP 207)

One major problem resulting from the dredging of the bay is the disposal of dredge spoils. In past years, dredge spoils were deposited on the sand spit. This action placed undue stress on a balanced system and "blow-outs" occurred on the sand spit causing infilling in the bay. Vegetative cover is increasing, however, and beginning to stabilize the dunes. The disposal of more sand



on the north end of the sand spit would destroy the present vegetation and increase the potential supply of sand to be blown back into the channel by winds. Dredging does play an important role in maintaining Morro Bay as a harbor, however, care must be taken to protect the natural habitat areas of the bay. (LCP 207)

One specific resource that may be impacted by dredging has been the eelgrass bed. Eelgrass is an important food for the Black Brant and serves as a cover plant for many juvenile fish species. Impacts on the eelgrass from dredging may be reduced by only allowing the minimum disturbance necessary and through the replanting of those beds that are disturbed. (LCP 191) It is significant that Morro Bay is only one of three major areas where eelgrass occurs. (OS 40)

The tidal actions of the Bay are of such a force that erosion of the Bay's floor is occurring, thereby filling dredged channels. (OS 82)

Increased agricultural activity and development occurring within the Chorro and Los Osos Creek watersheds have, in turn, increased the amount of sediment reaching the bay. (LCP 205)

The increase in the amount of development occurring in the Chorro and Los Osos watersheds has increased the amount of sediment entering the bay. (LCP 205)

The dredging, performed by the U.S. Army Corps of Engineers, which is required to clear the navigable portions of Morro Bay, may have a major impact on the water quality of the bay and disposal of spoils is a problem. (LCP 205)

Filling of the bay by sedimentation is a natural process. However, the rate at which the filling occurs may be greatly affected by the activities of man surrounding Morro Bay. A significant part of the sedimentation which enters Morro Bay is placed there by winds blowing over the sand spit and carrying sand with it. This process is inevitable to some extent but in this case is accelerated by man's activities. Trespassing of off-road vehicles onto the dunes and the dumping of dredge spoils have in past years removed or buried the vegetation which is so critical to the stabilization of the dunes. Alternate spoil dump sites should be sought to help alleviate this problem and increased park surveillance and posting of signs prohibiting off-road vehicles will be necessary to protect the dune stabilization process. (LCP 208, See also the Harbor Section of the Circulation Element)

2. Wildlife Habitat Issues: The General Plan locates most future industrial development adjacent to two of the area's most significant natural drainage channels, Morro and Chorro Creeks. (OS 82)

Riparian vegetation is critical to the ecological balance found in the creeks. The trees located along the creek banks can act as a canopy to the creek, thereby providing shade to maintain the low water temperatures necessary to the survival of the young steelhead trout. Excessive evapotranspiration is limited by a canopy of vegetation in the already low water levels of the summer months. Removal of this tree cover could lead to the extinction of fish from the creeks. One of the major sources of sediment entering the bay from the upland areas is from stream bank erosion. Riparian vegetation plays an important role in retarding this erosion. (LCP 206)

The Peregrine Falcon has suffered from low reproduction rates resulting in a greatly declining population rate, and the loss of appropriate habitat range. This in turn has increased the chances for possible extinction of the species and makes the protection of nesting sites essential to survival of the species. Morro Rock is a nesting site of Peregrine Falcons and has been designated as an ecological reserve. This area should be protected and maintained in its present status so as to enhance the chances of survival for the falcon. (LCP 208)

As development in and around Morro Bay increases, the need for recreational uses around the bay will increase and strain on habitat areas will result. The heron rookery at Fairbanks Point is a case in point. The heron nesting here requires seclusion and protection during the nesting period if the process is to be completed. Man's activities in the area could disrupt the process but need not. Through proper recognition of the need for seclusion by the heron, activities in the area may be restricted so as not to endanger the bird's habitat. (LCP 208)

Ironically, the aesthetic and recreational appearance of the area creates further demands on development of additional harbor facilities, urbanization of the privately owned shoreline and alteration of the tidelands to serve recreational purposes, all of which pose threats to the environmentally sensitive habitat areas. (LCP 205)

# SOURCES OF DREDGED SEDIMENTS

ESTIMATED TOTAL ANNUAL DEPOSITION  
132,600 cubic yards / year

Source: Army Corps of Engineers, 1975

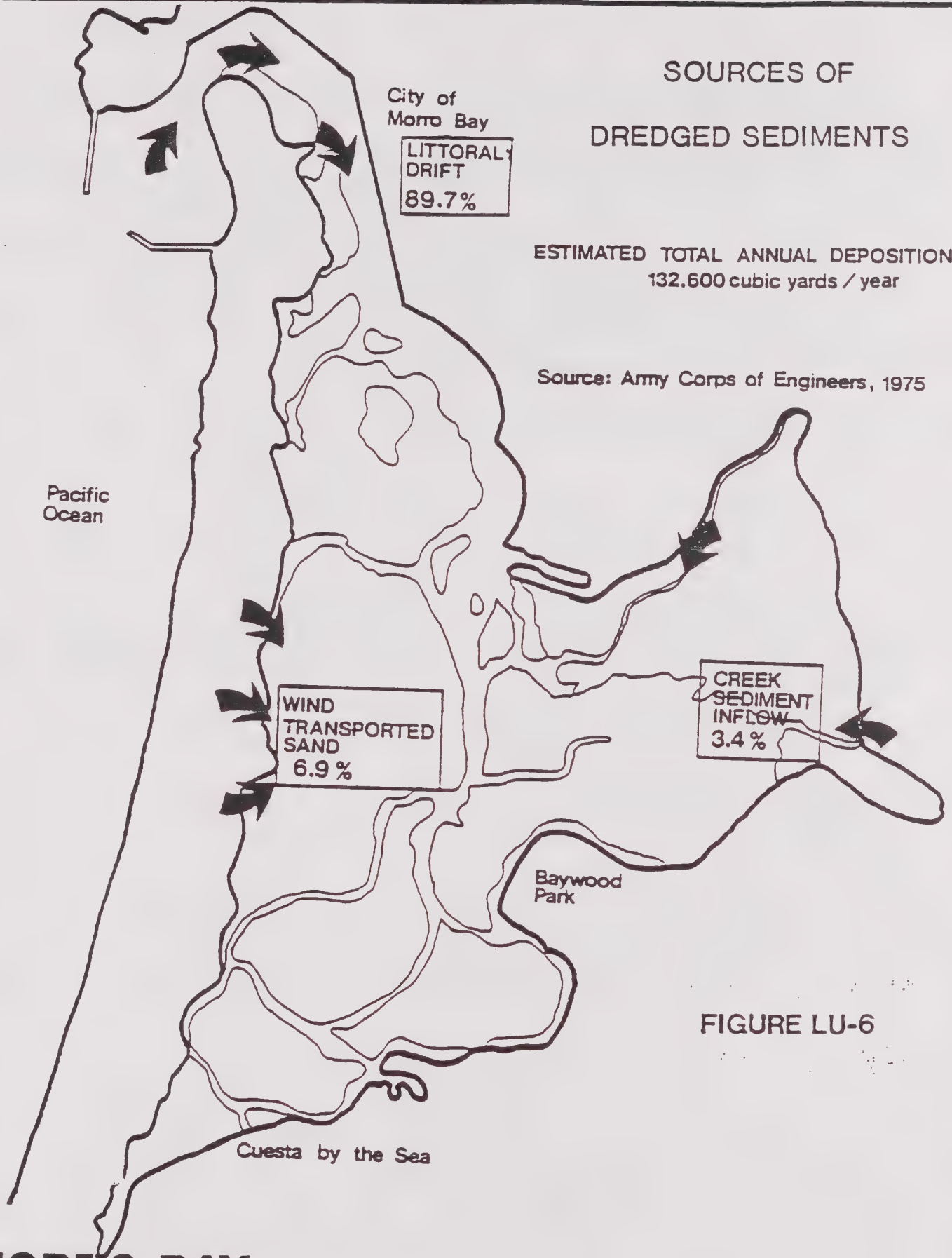
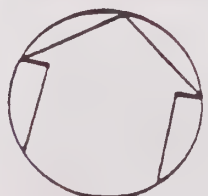


FIGURE LU-6

**MORRO BAY  
LOCAL COASTAL PLAN**





Pollutants in the Bay which may be expected to increase as the result of an expected increase in boating activities include:

- (a) Coliform bacteria from sewage disposal--this encourages the growth of algae and speeds the process of eutrophication;
- (b) Increased turbidity--this is caused by a stirring of organic matter. Turbidity inhibits photosynthesis;
- (c) Grease and oil--these substances float on the water acting as a barrier between air and water, thereby preventing oxygen from dissolving;
- (d) Trash--unsightly paper, plastic and food waste generally increases with an increase in usage in an area;
- (e) Changes in odor, color, or taste--this may be influenced by various sources such as oil, gasoline and detergents. (LCP 207)

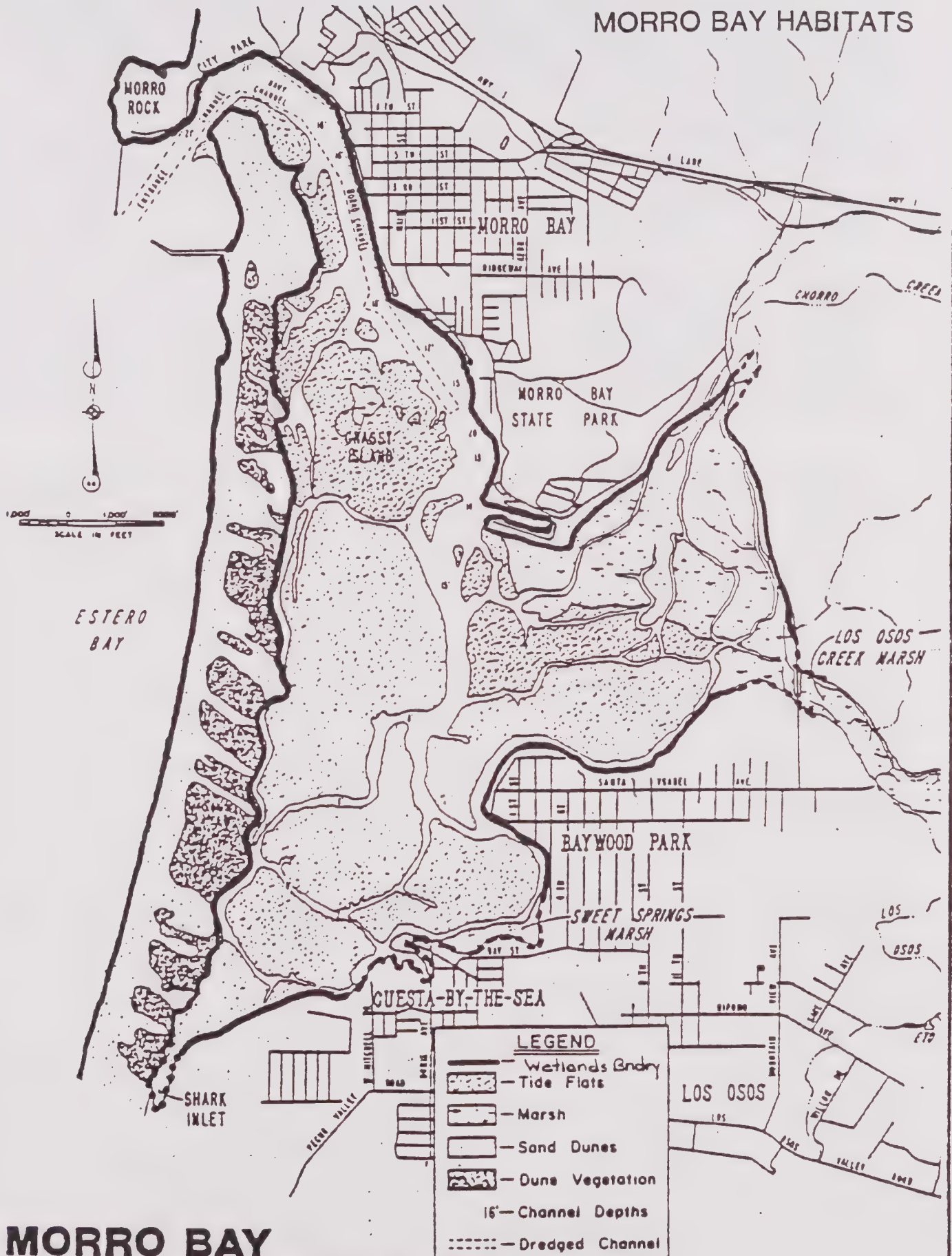
Contamination of the Bay via surface drainage should be another area of concern. During storms, oils and greases and other contaminants washed from streets and parking areas have the potential of being carried by runoff waters into the bay. Although the magnitude of this problem has not been determined, it is important to realize that in the future efforts may have to be made to prevent such contamination. (OS 47)

The wildlife supported by the Bay is especially vulnerable to urban impact. It is not known to what degree certain species can tolerate human interference and impact. (OS 47)

3. Air Quality Issues: Except for periods when PG&E burns oil at the power plant, air pollution does not appear to be a significant problem in Morro Bay. Future development of offshore oil development has the potential to degrade the City's air quality. The City should reassess air quality measures at the time of development of offshore oil development near the City's coastline. (New)

FIGURE LU-7

MORRO BAY HABITATS



MORRO BAY  
LOCAL COASTAL PLAN

## 10. FISHING, BOATING AND HARBOR

a. Existing Conditions: Since the founding of the community, the commercial fishing industry has played a significant role in the development of Morro Bay. Today this still is true, with the basic industry providing an economic source for the community as well as serving as an important tourist attraction.

The California Coastal Act of 1976 requires Morro Bay to protect and, where feasible, upgrade commercial and recreational fishing facilities. This is in keeping with the community's policy of giving priority to commercial fishery in new harbor development. (LCP 148)

The City's dockage and mooring (anchorage) facilities accommodate approximately 494 vessels, including temporary tie-ups for 23 fishing vessels. The majority of vessels using the harbor are engaged in commercial fishing and sport fishing activities. However, it is difficult to separate the uses in terms of the vessels' activities in relation to the leased dockage or moorage facilities. (LCP 149)

There are dockage facilities for approximately 366 vessels. The actual capacity can vary according to the size of the vessel. The space for 366 vessels is based on an average vessel length of 40 feet. Of the 366 spaces, the City manages 91 spaces, leases 237 permanent spaces and 23 temporary spaces. There are two docks privately-owned in the harbor with space available for about 15 vessels. (LCP 149, See also Circulation Element)

The commercial fishing fleet working from Morro Bay utilizes a variety of boats, including trawlers, trammel netters, and hook and line. Similar in composition to the fleet in Port San Luis, the largest number of boats fish for rock fish and albacore.

Commercial fishing has increased in Morro Bay since the mid-1940's. The Harbor inventories, taken yearly, indicated in April, 1979, that there were 185 commercial fishing vessels within the harbor. Estimates of part-time commercial fishing use vary due to the number of boats which may be used for recreational purposes while keeping a commercial fishing license. Additional space could be provided for commercial and recreational boats in the harbor if inoperative boats were abated similarly to inoperative automobiles. (LCP 149)



The following table summarizes the use of Morro Bay by commercial fishing boats from 1970-1979:

LCP TABLE 1

Commercial Boats in Morro Bay Harbor  
1970 - 1979

<u>Year</u>	<u>Commercial Boats</u>	<u>Year</u>	<u>Commercial Boats</u>
1970	100	1975	199
1971	138	1976	180
1972	145	1977	178
1973	162	1978	199
1974	181	1979	185

Commercial fishing has been an important economic element for the City. Morro Bay has benefited from the fishing industry and its ancillary facilities. However, the fishing catch has declined over the years while the number of commercial fishing boats has increased.

As a basic element to tourism, sport fishing has been a most important feature in Morro Bay, whereas, commercial fishing has played a larger role in Morro Bay's development as a fishing community. The sport fishermen support local businesses, including purchasing of tackle, bait, wearing apparel and supporting restaurants and motels. Morro Bay's harbor inventory indicated the average number of active sport boats over the last ten years was twelve. (LCP 150)

Boating is one of the most popular recreational activities along the California coastline. However, the high demand for the limited supply of coastal facilities has placed a burden on small harbors such as Morro Bay. Presently, Morro Bay has 278 moorings and slips for recreational and commercial boats. The total spaces available are either in the mooring spaces or adjacent to the shoreline in various areas of the bay. Boats are moored in a grid pattern measuring 100 feet on center. (LCP 150)

Recently, the City has taken steps to ensure the priority of commercial fishing within the Morro Bay Harbor while still providing for recreational boating. With a demand greater than the City-owned slips could provide, it was necessary to establish priority for commercial fishing craft use of these slips, and for the slip's waiting list. Vessels of a commercial nature refer to boats which have a current Department of Fish and Game commercial fishing license and whose owner or operator holds a commercial fishing license which within the calendar year has been actively used for commercial fishing activities. (LCP 158-9)

b. Issues: Morro Bay's boat launch facility is old and over-utilized, has limited day use boating slips and inadequate parking facilities. (LCP 150)

Because Morro Bay is the only fully protected harbor between Santa Barbara and Monterey, boats out of non-protected harbors during storms will seek refuge in Morro Bay, often causing additional, over-utilization of existing berths, docks and moorings. See Chapter III of the LCP for additional boating information. (LCP 150)

A future concern to the commercial fishing industry is the proposed plans by the U.S. Department of the Interior to lease thousands of acres of the Outer Continental Shelf (3+ miles from shore) for offshore oil and gas development. The primary concerns include the potential reduction in fishing grounds or obstruction to fishing areas, compensation for fouled or ruined equipment due to location of rigs, oil and tar, etc., and the increased probability of an oil spill that could have both short-term and long-term adverse effects on the commercial fisheries. (LCP 157, See also Circulation Element)

## 11. PUBLIC FACILITIES

### a. Existing Conditions:

1. Water Supply: Like many coastal communities, the City of Morro Bay is dependent upon groundwater for its primary water supply. This water is extracted from the adjacent Chorro and Morro Creek Basins. The safe yield for these two basins was estimated in 1969 by the Department of Water Resources to be 1,700 acre-feet per year each. However, based upon recent engineering studies, these figures proved to be too low.

The City also has an arrangement for water from Whale Rock Reservoir. This specific water is for emergency use, and the agreement with the Whale Rock Commission must be renewed each year. This water source has only been used once by the City during the 1972 statewide drought and is not considered to be significant in the long-term water management forecast.

Currently, the City has eight (8) wells in the Chorro Basin and another eight (8) in the Morro Basin. Due to high salt content, however, two of the Morro Basin wells are for emergency use only.

With the exception of total dissolved solids and one March 1981 well number 11A iron concentration, the groundwater from the two basins meets all acceptable water quality standards. The only treatment the water receives is chlorination. The City's water distribution system generally needs an accelerated maintenance schedule to maintain its condition and correct any leaks and/or low pressure situations.

2. Water Demand: In response to droughts, water production in the two basins has fluctuated over the last ten years. Current groundwater production by the City totals 1,611 acre-feet per year. To accurately project future water demand, it is necessary to evaluate past and present water use. This is done by developing a water use factor from total water production and population. This factor, expressed in gallons per capita per day (gpcd), incorporates all water uses within the community into one comprehensive number.

Individual water use in the City has declined markedly over the last decade, also in response to drought, water conservation and rationing measures. Based on these trends, the City's consulting engineers have assumed a 166 gpcd figure (0.19 af/capita/year) for making future water demand projections. Using this figure, the consultants have estimated the City's future water demand for the year 2000 as 2,268 acre-feet a year (0.19 af/yr./person x 12,195 people; Brown and Caldwell, 1981). (LCP 71)

The City's build-out population is estimated to be 13,500 people. Build-out water demand is therefore, estimated to be 2,565 acre-feet a year (0.19 af/yr./person x 13,500 people). However, the passage of Measure F in the November 1984 election set a more restrictive limit of 12,200 which is not to be exceeded until after December 31, 2000. On the basis of Measure F, water demand for the year 2000 is estimated to be 2,318 acre feet per year, approximately the level of usage projected in the 1981 Brown and Caldwell Report. (New)

Anticipating that the "safe yield" of the two groundwater basins would be exceeded, the City adopted a program in 1977 of controlling new growth through issuing a fixed number of water equivalencies necessary for the historic annual development rate. The equivalencies were established by multiplying the number of building permits issued for each specific land use by its average water consumption and then equated to residential units. 161 water equivalencies were set to allow an annual growth rate of three percent, a rate which would not exceed the safe yield of the two basins until 1982. At this time, the City expects that Whale Rock Reservoir would be available to augment the water supply. (LCP 74)

Measure F, adopted in 1984, reduced the number of annual residential units to 70. The maximum variation in the number of units which can be constructed in any one year is 10 percent, which means that in no year can the number of permitted units exceed 77. (New)

The water equivalency program is dependent on the ability of the groundwater basins to produce 1,700 acre-feet per year. City water production records show, however, that this level of



production is not always achieved during drought condition due to mismanaged water facilities. Additionally, the program needed adjustment to meet the requirements of the Coastal Act in the protection of priority land uses. (LCP 74)

City records show no water supplied to agricultural land uses within City limits. The limited agricultural production is provided water from wells outside City limits. Past City records indicate that on the average coastal-dependent (commercial fishing and recreational boating) uses account for approximately two percent of the total annual City water consumption while visitor-serving uses account for another 20 percent.

## HYDROLOGIC AREAS

# FIGURE LU-9

## URBAN UNIT WATER USE FACTOR

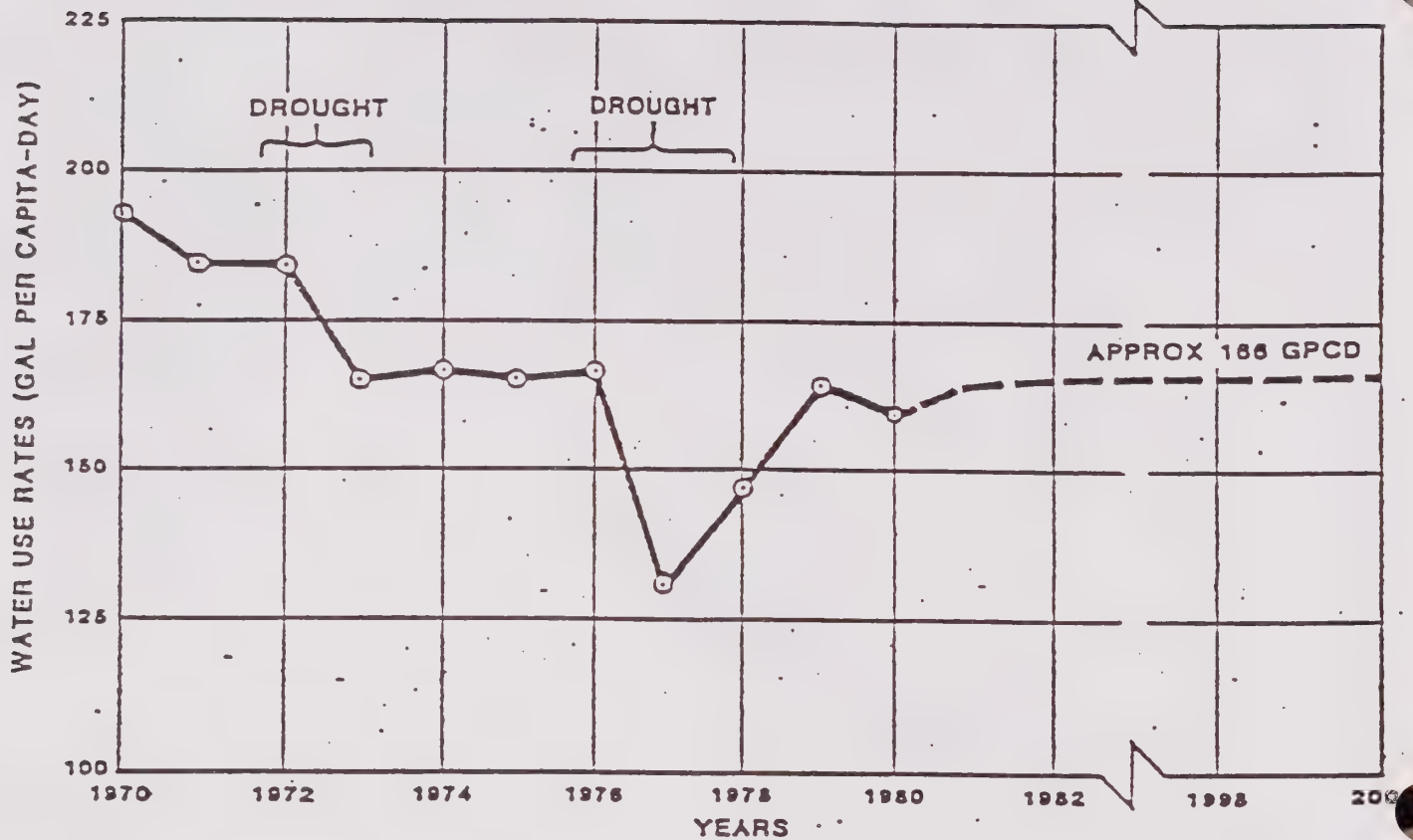
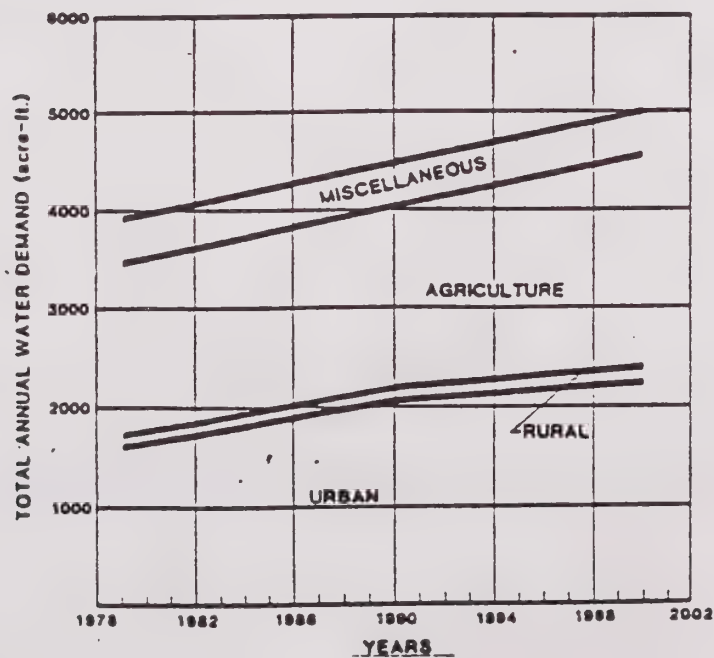


Fig. 4-2. Urban Unit Water Use Factor

\*Revised from Brown and Caldwell, 1981 to reflect recent population information.

# FIGURE LU-10

## PROJECTED WATER DEMAND





# FIGURE LU-11

## HISTORICAL URBAN WATER DEMAND

Year	Urban Population	Total water production million gallons <sup>a</sup>	Water use factor gcd <sup>b</sup>
1970	7,109	500.01	193
1971	7,450	499.55	184
1972	7,514	503.62	184
1973	7,725	464.21	165
1974	7,942	483.01	167
1975	8,165	491.50	165
1976	8,394	513.07	167
1977	8,561	406.78	130
1978	8,729	465.92	146
1979	8,896	525.94	162
1980	9,064	524.90	159

<sup>a</sup>From City of Morro Bay, groundwater production records

<sup>b</sup>From total production, divided by urban population

\*Revised from Brown and Caldwell, 1981 to reflect recent population information

# FIGURE LU-12

## SUMMARY OF PROJECTED WASTEWATER FLOWS FOR MORRO BAY/CAYUCOS

CATEGORY	BASE UNITS			
	1975	1979	1989	1999
Gallons per capita per day	93	96	103	110
Average Day (Maximum Month) in MGD				
Domestic and Commercial	0.98	1.19	1.65	2.11
Industrial	0.02	0.02	0.03	0.03
Tourist	0.61	0.63	0.68	0.73
Total Average Day	1.61	1.84	2.36	2.87

SOURCE: John Carollo Engineers, 1978

## SUMMARY OF CURRENT PROJECTED WASTEWATER FLOW RATES MORRO BAY AND CAYUCOS

CATEGORY	BASE UNITS			
	1980	1990	2000	BUILD-OUT
Population				
Morro Bay	9,064	11,040	12,195	13,500
Cayucos	2,305	2,775	3,246	5,642
Total	11,369	13,815	15,441	19,142
Domestic and Commercial Flow (gpcd)	96	103	110	120*
Average Day Flow, MGS				
Industrial	0.02	0.03	0.03	0.03*
Tourist	0.63	0.68	0.73	0.80*
TOTAL MGD	1.74	2.13	2.46	3.13

\*Estimated by City of Morro Bay

SOURCE: City calculations

The Chorro and Morro Basins also support notable agricultural operation outside the City limits. While the major activity is grazing on some adjacent hillsides, crop production is found in the bottomlands of the two creeks. Here, irrigated crops are a major consumer of groundwater resources (see the Agricultural Component for a more detailed discussion). Additional rural land uses also rely on the two groundwater basins for water. (LCP 74)

Since there has been no monitoring of rural or agricultural water use, until recently, estimating their past and present water demand is difficult. Using land use acreages, Brown and Caldwell (1981) estimates current agricultural extraction of groundwater from the two basins equals 1,756 acre-feet per year with other rural land uses utilizing an additional 86 acre-feet. Table LU-15 gives the current groundwater production for the two basins for all land uses and the estimated year 200 extractions. Figure --- graphically shows the projected water demand. (LCP 74-5)

TABLE 2  
TOTAL PROJECTED WATER DEMAND  
MORRO AND CHORRO BASINS

USES	DEMAND IN ACRE FEET PER YEAR		
	1979	1990	2000
City of Morro Bay	1,614	2,053	2,268
Rural Areas	86	107	118
Miscellaneous	486	486	486
Agriculture (outside City Limits)	1,758	1,865	2,155
<b>TOTAL</b>	<b>3,944</b>	<b>4,511</b>	<b>5,027</b>

SOURCE: Brown and Caldwell, 1981. (LCP 74-75)

Due to a temporary decline in water levels during the recent 1976-77 drought and the belief that the published value of safe yield at that time was being exceeded, the California Coastal commission felt the Chorro and Morro Groundwater Basins were in a state of overdraft. In addition, increases in chloride concentrations led the California Coastal Commission to believe that seawater intrusion may be occurring. As a result, the California Coastal Commission on December 14, 1977 imposed a de facto building moratorium on the City. Unfortunately, this action was found by engineering studies to be premature and unsupported by the ultimate data conclusions. (LCP 77)

3. Water Management Plan: The City's ongoing water management activities involve annual infrastructure improvements (i.e., water line, well pump and storage tank replacement). Indeed,



Morro Bay has always had a "Water Management Plan", but in more recent times it has renewed efforts to better manage the resources available. This is illustrated by the February, 1981, study which addresses the steps to be taken to meet the city's water demand through the year 2000 (City Consultant Engineers: Brown and Caldwell; incorporated herein by reference). As a companion and further refinement of the 1981 study, a California Department of Water Resources report was commissioned for completion in 1982. As can be noted, the subject of water management is a dynamic process and information is constantly being collected to adjust future planned program activities. (LCP 77)

The City is currently studying the groundwater supply. The new statistics should be added this General Plan by reference when they are available. (New)

a. Wastewater Facilities: Wastewater treatment facilities are shared jointly by the unincorporated community of Cayucos and the City of Morro Bay, 40 to 60 percent, respectively. Each community operates its own individual wastewater collection system.

The Wastewater Treatment Plant provides secondary treatment to the effluent which is discharged through a 300-foot ocean outfall. The plant currently discharges an average of 1.6 million gallons per day (mgd). The City's wastewater collection system is at capacity in many portions of the community.

The total design capacity of the existing Wastewater Treatment Plant is 1.7 million gallons per day (mgd); therefore, Morro Bay's share (60 percent) is 1.02 mgd. When the treatment plant was designed in 1964, the capacity was based upon meeting the then current water quality standards. Since these standards are now much more stringent, the plant capacity was lowered in recent years to ensure adequate water quality. However, recent improvements to the plant have returned the plant's capacity to 1.7 mgd. Expansion of the plant to a 2.4 mgd capacity is planned for the near future. Morro Bay's share of the expanded plant (60 percent) would then be 1.44 mgd.

b. Wastewater Demand: In response to drought conditions and water conservation measures over the past decade, individual wastewater flow rates in the community have varied. In 1975, domestic and commercial wastewater use was an estimated 93 gallons per capita per day (gpcd). This is projected to increase to 110 gpcd by 1999. (A wastewater study is currently underway. The results of that study may result in the amendment of portions or all of this section.)

4. Government Buildings: Government buildings in Morro Bay are predominantly located in the vicinity of the Downtown. They include the City Hall, Public Works building, Recreation building, Fire Station, Police Station, Public Library and Veteran's Hall. (New)

b. Issues: An important factor in determining the type, location and intensity of land uses within the community is the capability of the City's water and sewage systems to accommodate new growth. The Coastal Act requires that new development be closely correlated with service capacity. (LCP 70)

1. Water: (City staff is preparing the draft of this section.)

2. Sewer: As can be seen in Table 10 (of the LCP), plant capacity will be exceeded in the year 2000 and if the plant were further expanded to 2.87 NGD as proposed, this plant expansion would not be sufficient to accommodate a build-out population. (LCP 91)

The trunkline sewer system is in need of upgrading and would require additional lines to serve new development in areas outside the City's current boundaries. (LUE 38)

3. Government Buildings: There is a need to create a unified "civic center" which would improve communication between departments and provide an image of which community residents can be proud. The City has initiated this program with the recent improvements at the library. A plan should be prepared for the civic center. The plan should emphasize centralization and upgrading.

## 12. ARCHAEOLOGICAL RESOURCES

a. Existing Conditions: Morro Bay's proximity to the ocean and various streams and mild year-round climate made it an ideal location for Indian settlement. Food was readily available and there were raw materials for the construction of shelters. For these reasons, Indian settlements were widespread in Morro Bay. Many sites have been discovered as a result of construction. The City may contain additional archaeological resources in areas where development has not yet occurred or in already developed areas in the City. Most resources are not readily seen until grading and construction occurs. (New)

b. Issues: One of the basic issues raised in protecting archaeological resources is the conflict between the need to inventory existing and potential sites and the preservation of those sites once their location becomes public knowledge.

Archaeologists avoid revealing site locations because of the temptation for many people to search for artifacts once a site is publicly known. (LCP 99)

A second protection issue is that the location of known sites does not reflect the potential importance of portions of the coast that have not yet been surveyed (in fact, the majority of the coast). This is an important issue when defining the types of projects that should require a preliminary survey of archaeological resources, because most known sites have been discovered as a result of development activity and public access. (LCP 99)

In general, urbanization and uncontrolled public access appear to be the principal sources of destruction of archaeological sites. The direct threats posed by urbanization include: grading activities (both agricultural and construction related); residential and industrial construction; construction of roads and highways; water projects (eroding and burying sites); pipeline projects; off-road vehicles; recreational developments; natural forces (water and wind); and unauthorized collection of artifacts. One of the most significant indirect threats to the integrity of archaeological sites is public access. Vandalism has always been a source of site destruction and its probability increases with enhanced access to areas of archaeological significance. Any increase in temporary or permanent population in the vicinity of a site increases its vulnerability to disturbance. Construction of public roads that provide access to areas of archaeological significance or publication of known site locations can also increase vandalism. (LCP 99)

Single-family residential development on individual building lots presents an important dilemma in determining the necessary scope of archaeological review. Under the California Environmental Quality Act (CEQA), single-family residences and residential projects of less than four units are exempt from environmental review unless archaeological resources are known to be on the property. Thus, the information necessary to locate structures to preserve archaeological resources may not be available or used. Proposed development on large lots will have some flexibility to enable clustering structures on the least damaging portions of a site. (LCP 99-100)

### 13. CONSERVATION

#### a. Existing Conditions

1. Surface Waters: The tributaries of a watershed of nearly 100 square miles focus on the Morro Bay area. The watershed area is not immense, but the fact that its major water drainage ways have concentrated in one area on the coast is unique to the entire County of San Luis Obispo. Much of this watershed lies



within the City's Sphere of Influence Boundary approved by the Local Agency Formation Commission (LAFCo). (New)

The most significant streams are Morro Creek, Chorro Creek and Los Osos Creek. Chorro Creek and Los Osos Creek flow into the back bay and are thus the primary source of fresh water to this estuarine environment.. Morro Creek finds its way to the ocean just north of Morro Rock.

These waterways attain their importance from the amount and type of land for which they provide drainage. A major difference this drainage system has from other streams in inland areas is that they drain a section of the coastal mountains. These mountains not only consist of steeper slopes that account for more water runoff, but they receive larger percentages of rainfall than do more inland areas. Therefore, while oftentimes these streams are shorter in length than the inland streams, their water carrying nature is important. Also, these characteristics can add up to a potential for having larger volumes of water being moved in a much shorter period of time.

These waterways, being the major drainage features that they are, are also subject to waters that run off the urbanized areas in Morro Bay, as well as the agricultural lands that border these streams. Because of this, the streams are subject to a number of unnatural conditions such as pesticides and fertilizers, silt from vacant and weed-free subdivided lots, as well as the oils washed from the streets. (OS 25-27)

2. Soils: The most fertile areas in the Morro Bay area can be found in the valleys where most of the agriculture occurs. Streams have eroded soils upstream and have transported and deposited them along the valleys. There are two types of alluviums in Morro Bay. The older alluvium, characterized by coarse textured soils, is generally found in the Los Osos Creek Valley and coastal plain of Morro Bay. Consisting of old stabilized dunes, the soils are subject to excessive drainage, rapid permeability, and wind and water erosion. The soils are generally not fertile and are used mainly for urban uses and only marginal agriculture. The newer alluvium can be found in the Toro, Morro, and Chorro Valleys. The soils here are characterized by level, but poorly drained clays. These soils have no erosion problems and have been actively used for agriculture.

The foothills of Morro Bay have been generally categorized as shallow upland. Within this category, two soil groups can be identified. One consists of upland soils formed on firm shales, sandstone or mudstone, and is highly prone to erosion in view of the character of the soil and steep slopes. The second group is a clayey upland soil formed on shale or igneous bedrock. Situated on gently rolling terrain, erosion is moderate and the subsoil permeability is slow. (OS 37)

Land at the southern extremities of Morro Bay and the western edges of the Los Osos Valley consists of wind blown sand and lacks soil cover. The sands originated as beach sands and were blown inland.

A large portion of Morro Bay is underlain by sand dunes, including the Bay itself where such occurs to a depth of 300 feet below sea level. They are interbedded with water laid clays and gravels which have been transported and deposited by the streams. These dune sand areas are old and stabilized and contain deep, coarse textured soils. They are subject to excessive drainage, rapid permeability, and wind and water erosion. The soil is generally not fertile.

Recent dune sand can be found along the beaches and the sand spit where the transportation of sand is an ongoing process. This type of soil is also not fertile. (OS 39)

3. Air Quality: Coordination of all air pollution control activities in California, which is a joint effort of local air pollution control agencies, the State and Federal government, is the responsibility of the California Air Resources Board. Under State law, local authorities have the primary responsibility for control of pollutants emitted by stationary sources. The State Air Resources Board shares responsibility for control of emissions from motor vehicles with the National Environmental Protection Agency. The County Air Pollution Control District monitors the local conditions.

California is divided into eleven air basins. Morro Bay lies within the South Central Coast Basin in which three air pollution monitoring stations monitor various types of pollutants. (OS 14)

Air pollution in Morro Bay has consistently been declining, and only the oxidants have exceeded the State and Federal Standards in the past. Because of the ocean's influence, Morro Bay enjoys a mild climate, and it is the combination of both the ocean and the coastal climate that has generally resulted in a relatively clear atmosphere. (OS 15) PG&E is the primary stationary polluter within the City as well as the County. Future O.C.S. development may also impact air quality in Morro Bay.

4. Other Resources: In addition to soils, both water and energy resources should be conserved. These subjects are discussed in other sections of this General Plan (See Industrial/Energy-Related Development and the Public Facilities Sections).

b. Issues:

1. Soil Erosion: Many circumstances lead to soil erosion. The lack of complete street improvements, paving, curbs, gutters and sidewalks allows for extensive areas within street rights-of-way to be subject to erosion. (OS 81)

Commercial and industrial areas too often cover their respective lots completely with asphalt and buildings, creating a sterile appearance and adding greatly to surface water runoff. Many yards, lots and slopes are absent of ground cover plant materials and, therefore, contribute to erosion of soils and sedimentation problems. (OS 82)

An increase in the development and intensification of the agriculture located within the Los Osos and Chorro Creek watersheds has increased the amount of sediment entering the creeks. This, in turn, has increased the amount of sediment entering the estuary and accelerated the infilling of the bay. While this process is a natural one, man's activities have accelerated its rate.

Heavy siltation of stream beds may also clog the natural flow of water from the surface into groundwater reserves. Higher flows and an increased flood hazard may also result from increased stream sedimentation. Polluted runoff from upland development or indirect discharge of pollutants into streams may infiltrate into groundwater, thereby polluting underground water sources. (LCP 206)

An extensive pattern of highly erodable, unstable soils exists in the watershed areas outside the City limits making the hillsides vulnerable to natural erosion and to the process of mass wasting or landsliding. This process may be greatly accelerated by development activities. Disturbance of the hillsides by extensive development, overgrazing, or vegetation loss by clearing or wildfire can significantly disrupt the balance of the hillside areas and cause mass wasting to occur. Since streams are sensitive habitats in and of themselves, and also influence a larger sensitive habitat area in the bay, development and land use located adjacent to these areas can have a tremendous impact on such things as stream hydrology, channel geometry and water quality. (LCP 206)

2. Air Quality Issues: Except for periods when PG&E burns oil at the power plant, air pollution does not appear to be a significant problem in Morro Bay. Future development of offshore oil development has the potential to degrade the City's air quality. The City should reassess air quality measures at the time of development of offshore oil development near the City's coastline. (New)



3. Other Resources: In addition to soil erosion, many energy resources are consumed without proper consideration for their conservation. Since many energy sources are non-renewable, indiscriminant use will result in future shortages. Also, water resources are often not properly conserved. (New)

## C. Land Use Classifications and Land Use Plan Maps

### 1. Introduction

To provide for the wide range of existing land uses and to guide future development, the City of Morro Bay has established a series of land use classifications or categories. These classifications describe the kinds and intensities of various land uses that make up the City's fabric and are the basis for the zoning districts established in the Municipal Code. The land use classifications, and plan maps set forth in this section represent the integration of the Land Use Element of the General Plan adopted in 1977, and the Local Coastal Program Land Use Plan, adopted in 1982. Together with the Land Use Plan map, and related mixed use area maps which illustrate the locations of the various classifications, the physical plan of the City is complete.

### 2. Land Use Classifications

a. Residential Land Uses: Five residential land use categories are established to provide for a wide range of densities. The purpose is to ensure that residential land is developed to a density suitable to its location and physical characteristics. (LCP 22)

Density ranges are as follows:

Limited Density	- up to 2 dwelling units per acre
Low Density	- up to 4 dwelling units per acre
Low-Medium Density	- 4 to 7 dwelling units per acre
Medium Density	- 7 to 15 dwelling units per acre
High Density	- 15 to 27 dwelling units per acre

(LCP 22)

b. Commercial Land Uses: Five commercial land use categories are established to meet the varieties of commercial needs within the City:

(1) Neighborhood Commercial: This land use designation is intended to provide for those commercial users which cater to the daily needs of residents within a one-to-two mile radius. Typical land uses are grocery and convenience food stores, laundries, hardware and drug stores.

(2) District Commercial: This land use designation is intended to provide for commercial uses which cater to the needs of more than one neighborhood. It would provide for suitable land area, primarily in the Central Morro Bay Planning Area, for commercial businesses offering major household and personal goods and services.

(3) Service Commercial: Many commercial uses must be located carefully with respect to residential neighborhoods. Those commercial businesses that create noise, require outdoor work areas, or have other characteristics which are not suitable to be located near residential land uses should be located in the areas designated for service commercial uses.

"The City recognizes the need to preserve land for service commercial uses, and will weigh any LUP amendment and zone change request carefully, recognizing the need for such uses as boat storage and repair, and light industry. Areas most suitable for service commercial/light industrial activities shall be protected as such. The characteristics of such areas include good vehicle access, buffers from residential areas and the principal commercial districts, and larger lot size. Some service commercial areas must also be preserved near the active waterfront but care must be exercised to minimize conflicts with other uses."

This land use category is intended to accommodate some forms of light industrial/manufacturing uses particularly relating to commercial fishing needs. Specifically, it is intended to encourage the continuation of boat building land uses and fish processing which does not require canning or extensive cooking facilities.

(4) Visitor Serving: The visitor-serving land use category is especially important to the City since tourism is a significant contributor to the local economy. This category encourages concentration of tourist-intensive uses at major destination points in the City or at locations easily accessible to travelers along State Highway One. Visitor-serving uses that should be developed in those areas designated as such are hotels/motels, overnight RV facilities, restaurants, gift shops, goods and supply stores, commercial recreation and other uses typically found to accommodate tourist needs and activities.

(5) Commercial/Recreational Fishing: This category is intended to implement Measure "D" of the June 2, 1981, City ballot, passed by the citizens of Morro Bay, which states in its full text (as a permitted use in the Planned Development "P.D." Zone):

"The City shall not grant any permit, authorization or other approval of any state owned tidelands subject to City lease between Beach Street and Target Rock, unless such development or use is primarily for the purpose of serving or facilitating licensed commercial fishing activities or noncommercial recreational fishing activities, or is clearly incidental thereto. For purposes of illustration only, and



not by way of limitation, no approval shall be granted for any new passenger-for-hire boats or supporting facilities, or for any new restaurant, cafe, gift shop or other retail establishments serving the general public, and any existing such uses shall hereafter be considered nonconforming and shall not be expanded or enlarged."

Measure "D" added Section 17.36.020, to the Morro Bay Municipal Code (Zoning Ordinance); it is noted that by doing so, the described "nonconforming uses" become subject to the other provisions of that Municipal Code Title; also see LCP Policy 7.01. (LCP 22-24)

c. Industrial Uses:

(1) General Industry: Light industry land uses which do not require materials or equipment which would emit excessive air, audio, water or land pollutants, or would require considerable outdoor storage, are allowable in this designation. The City would like to encourage the location of light industries that would specifically cater to commercial fishing and regional needs, such as machine shops, auto mechanic shops, blacksmithing, cold storage, warehousing and food processing, light manufacturing, component assembling and small parts processing.

(2) Coastal-Dependent Industrial Land Use: This land use specifically relates to those industrial land uses which are given priority by the Coastal Act of 1976 for location adjacent to the coastline. Examples of uses in this designation are thermal power plants, seawater intake structures, discharge structures, tanker support facilities, and other similar uses which must be located on or adjacent to the sea in order to function. The Morro Bay wastewater treatment facilities are protected in their present location since an important operational element, the outfall line, is coastal-dependent; see LCP Policy 5.03.

d. Other Land Uses

(1) Mariculture and Marine Research This designation applies to areas within the City that, because of their location adjacent to sources of seawater, and their relationship to adjacent land uses, have been determined to be suitable for the propagation and rearing of ocean fish and shell fish. Uses allowed in these areas are coastal dependent mariculture activities that must be served by seawater intake and discharge pipelines in order to function, and includes other directly related uses.

Mariculture facilities including buildings, tanks, raceways and pipelines used for breeding, hatching, grow-out, and related research, and administrative offices and educational facilities. Processing of mariculture products such as cleaning, shelling, canning or packaging is expressly prohibited in such areas. (LCP 25)

(2) Golf Course This designation provides for golf courses and related facilities such as club houses, pro-shops, maintenance buildings, parking area, and irrigation systems, and also provides for passive recreation activities including walking and bicycle paths, picnic areas, play areas and similar quiet recreational activities. (LCP 25)

(3) Harbor/Navigational Ways The City established the Harbor and Navigational Ways land use classification to protect the fishing, boating and other land uses which depend upon the harbor for their existence. This land use designation specifically addresses that area of the City covered by seawater and includes the mouth of the bay to the southern City limits. Uses allowed in the harbor are those which must be located on the water in order to function, including intake and discharge structures, mariculture, commercial and recreational boating and support facilities, visitor-serving uses where public access is enhanced or facilitates coastal-dependent use, open space for navigation, habitat preservation and viewshed. (LCP 150, See Circulation Element)

(4) Open Space/Recreation This land use designation includes that open space which is not defined environmentally sensitive habitat and is intended to accommodate more intensive recreational activities. Allowable uses include golf courses, boating clubs, athletic fields, stables, campgrounds and other commercial recreation uses. There are detailed policies and programs for the development of recreational lands contained in the Parks and Recreation Element and the Parks and Recreation Facilities Plan 1985 to 1990.

(5) Mixed Commercial/Harbor Dependent Uses This land use designation allows a mixture of visitor-serving commercial uses, and harbor dependent land uses. It is intended to preserve the working harbor existing along the Embarcadero while facilitating visitor needs, since the Embarcadero is a major tourist destination. Examples of land uses that would be accommodated in this category are sportfishing facilities, fish stores, dockage for commercial fishing boats, restaurants, gift shops, visitor access and facilities, some fish processing facilities requiring the use of ocean water, recreational boat dockage and other similar activities.

(6) Environmentally Sensitive Habitat This land use designation is intended to protect those areas in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. Resource-dependent activities such as fishing, clamming, hiking, viewshed enjoyment, etc., are allowable within this designation. (See Land Use Map; Figures LU-1, LU-2, LU-3 and LU-4)

(7) Agriculture This land use designation is intended to identify and preserve agricultural land for the cultivation of plant crops and the raising of animals. Lands eligible for this designation shall include lands with prime soils, prime agricultural land, land in existing agricultural use, land with agricultural potential and lands under Williamson Act contracts.

(8) Mixed Uses Areas In order to address the special characteristics of certain parts of the City, various Mixed Use and Overlay designations have been applied to the areas shown on Figures LU 17A and LU 17B. In general, the policies and programs for the major land uses which make up these Mixed Uses and Overlay designations apply where they are applicable. In addition, specific policies defining the conditions and standards for development of each of these areas is set forth in Section D. 11 of this chapter and should be referred to in determining consistency of any land use proposal.

e. Overlay Designations: Overlay designations provide for land uses which are specific to certain locations within the City and which are allowable in more than one land use designation. The overlays are the exclusive use of the property so designated and are described as follows:

(1) Planned Development: This overlay requires that any development must occur in accordance with a precise development plan, which has received discretionary City approval. If the overlay involves residential uses, they shall be developed in accordance with the density established under the residential land use designation.

(2) Restricted Areas: This overlay identifies those sensitive habitats within the City which have resources so environmentally sensitive that even passive recreational uses must be prohibited. Such areas include the Morro Rock Peregrine Falcon area and the heron rookery near the Stocking site and the wetlands portion of the bay. Additional areas may be added within this definition after consultation with the Department of Fish and Game and U.S. Fish and Wildlife Service.



(3) Park: This overlay identifies where public parks exist or are proposed.

(4) School: This overlay identifies the location of public schools.

(5) Public-Institutional: This overlay identifies the location of facilities which serve the public such as government buildings, power plant and transmission substations, and the City wastewater treatment facility; and quasi-public institutions such as hospital or facilities of a civic, cultural or religious nature. (LCP 28)

(6) Interim/Open Space Uses in Industrial Categories: This designation allows interim or temporary land uses in both industrial categories until such time as the area is needed for its primary use. These uses must have relocatable (not permanent) structures which are subordinate to the character of the visual setting and are limited to visitor-related, recreational or commercial fishing temporary uses as listed in LCP Policy 5.02. (LCP 24-25)

### 3. Land Use Plan Map

Figures LU-13, 14, 15, and 16, that are presented here constitute the General Plan Land Use Map of the City of Morro Bay.

# MORRO BAY

## LAND USE MAP

### LEGEND

#### RESIDENTIAL

- LOW DENSITY
- LOW/MEDIUM DENSITY
- MEDIUM DENSITY
- HIGH DENSITY

d.u./ac.

- 0-4
- 4-7
- 7-15
- 15-27

#### COMMERCIAL

- NEIGHBORHOOD
- DISTRICT
- SERVICE
- VISITOR SERVING
- COM./REC. FISHING

#### NEW LAND USE CATEGORIES

- DISTRICT COMMERCIAL/VISITOR SERVING COMMERCIAL

#### INDUSTRIAL

- GENERAL (LIGHT)
- COASTAL DEVELOPMENT

#### OTHER

- HARBOR/NAVIGATIONAL WAYS
- OPEN SPACE/RECREATION
- MIXED USES (HARBOR)
- MIXED USES ( NEIGHBORHOOD AND / HIGH DENSITY / PROFESSIONAL )  
VISITOR COMMERCIAL / RESIDENTIAL
- AGRICULTURE
- ENVIRONMENTALLY SENSITIVE HABITAT

- LIMITED DENSITY RESIDENTIAL/  
GOLF COURSE

- MARICULTURE AND MARINE RESEARCH/  
LIMITED RESIDENTIAL/GOLF COURSE

- SCHOOL

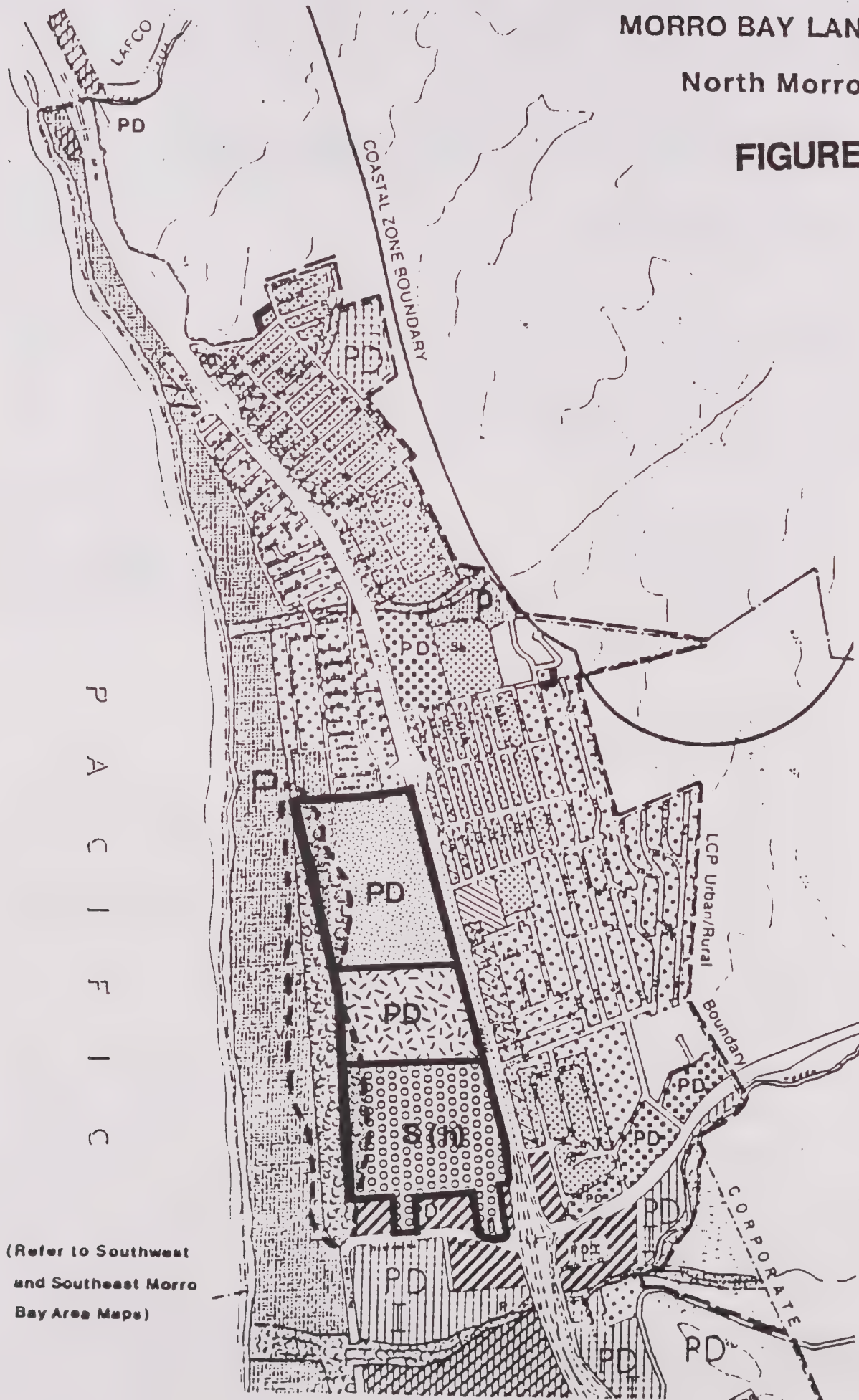
#### OVERLAYS

- PD PLANNED DEVELOPMENT
- R RESTRICTED
- P PARK
- S SCHOOL (e) ELEMENTARY  
(h) HIGH SCHOOL
- P/I PUBLIC/INSTITUTIONAL
- I INTERIM OPEN SPACE

MORRO BAY LAND USE M.

North Morro Bay Area

FIGURE LU-14

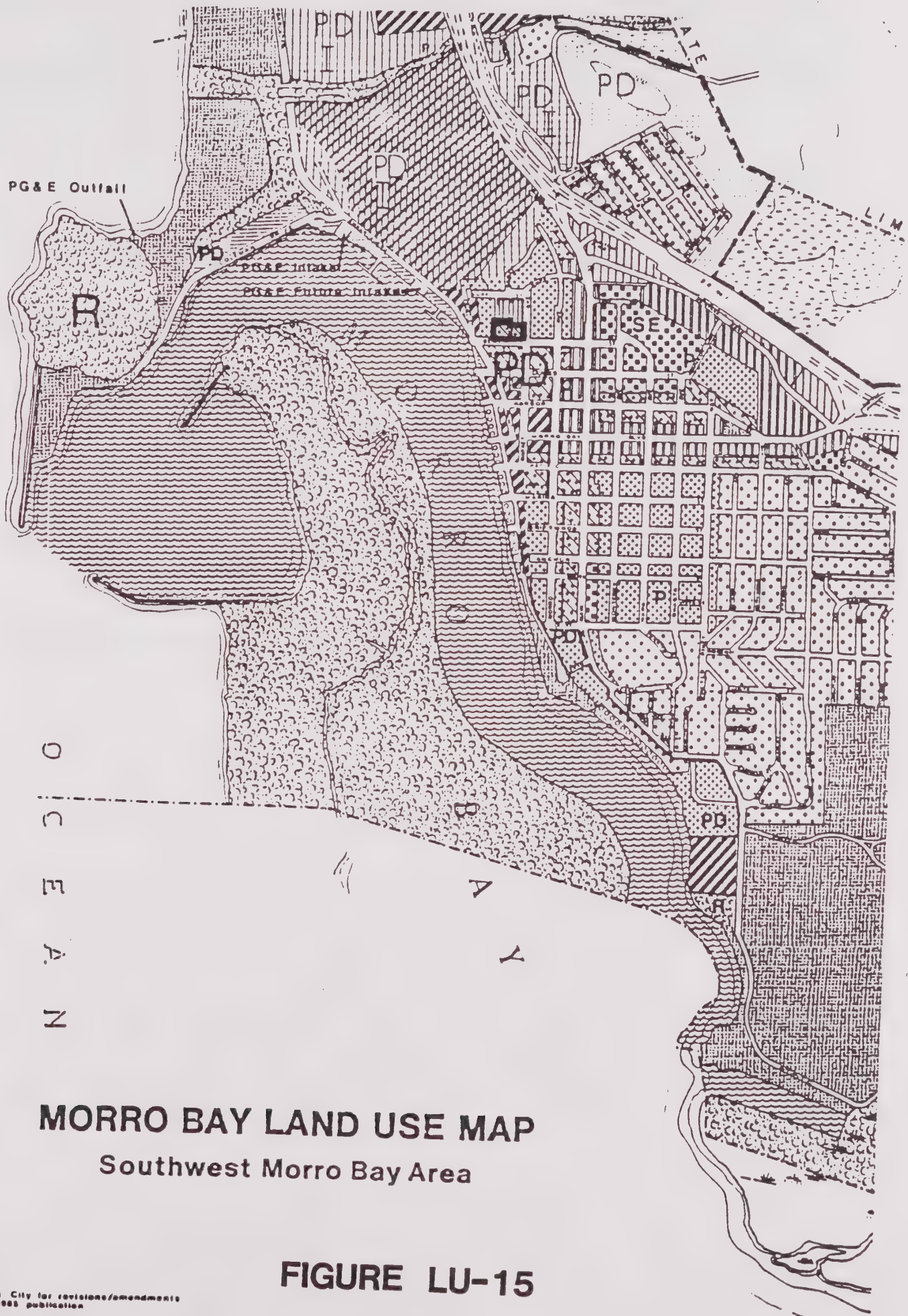


P  
A  
C  
I  
F  
I  
C

(Refer to Southwest  
and Southeast Morro  
Bay Area Maps)



(Refer to North and Southeast Morro Bay Area Maps)



**MORRO BAY LAND USE MAP**  
Southwest Morro Bay Area

**FIGURE LU-15**

## D. OBJECTIVES, POLICIES AND PROGRAMS

### GENERAL LAND USE

The following general policies were established by the Local Coastal Plan to provide guidelines for the proper use and interpretation of the entire General Plan and LCP:

POLICY LU-1: The City adopts the policies of the Coastal Act (PRC Sections 30310 through 30263) as the guiding policies of the Land Use Plan. (LCP 28)

POLICY LU-2: Where policies within the Land Use Plan overlap, the policy which is the most protective of coastal resources shall take precedence. (LCP 28)

POLICY LU-3: Where there are conflicts between the policies set forth in the Coastal Land Use Plan and those set forth in any other element of the City's General Plan or existing ordinances, the policies of the Coastal Land Use Plan shall take precedence. (LCP 28-9)

POLICY LU-4: Prior to the issuance of a coastal development permit, the City shall make the finding that the development complies with all applicable Land Use Plan policies. (LCP 29)

POLICY LU-5: Land Use Plan policies calling for further studies, initiation of new programs, or acquisition of land or easements will be implemented as staff and funding become available. (LCP 29)

### 1. QUALITY OF LIFE

OBJECTIVE: Improve the quality of life for all Morro Bay citizens, especially in regard to health care, housing, employment, recreation, business and education. (LUE 54 mod.)

POLICY LU-6: The City should strive to create a balanced population. (LUE 55)

POLICY LU-7: Special attention should be focused upon keeping young families residing and working within the community. The City should also respond to the growing needs of the elderly. (LUE 55 Modified)

POLICY LU-8: An energetic effort should be made to provide the community with adequate medical facilities including the construction of a community hospital. (LUE 55)

POLICY LU-9: Programs should be developed to promote voluntary use of skills and talents that exist in the community. (LUE 55)



POLICY LU-10: The City should promote public awareness of the availability of health and social services in the area. (LUE 55)

POLICY LU-11: Protection of the existing social environment of the community, of which individuality and diversity are such attractive features, should be a priority. (NEW)

## 2. DEVELOPMENT QUALITY

OBJECTIVE: To preserve the unique coastal fishing village image by ensuring that new development must be sensitive to its surroundings, the environment within which it occurs and the overall community image. (LUE 52 Modified)

POLICY LU-12: The Zoning Ordinance shall include standards to ensure quality of development.

Program LU-12.1: The Zoning Ordinance will provide incentives for the creation of unique residential concepts such as zero lot line, cluster concept, townhouses and combinations of such.

Program LU-12.2: The City will create incentives for encouraging greater open space with developments.

Program LU-12.3: The City will develop specific landscaping standards for all zones with specific attention focused on parking areas.

Program LU-12.4: The City will modify standards that otherwise would preclude the use of various forms of housing styles because of their normal relationship with density, i.e., townhouses should not be prohibited if the density is complied with and it results in greater open space. (OS 86-87)

POLICY LU-13: The Subdivision Ordinance should include the provisions that ensure quality of development.

Program LU-13.1: A separate hillside section that develops special standards for hillside development should be provided in the Subdivision Ordinance.

Program LU-13.2: The Subdivision Ordinance will include requirements for minimum grading and slope stabilization and methods to maintain such as well as the maintenance of the natural ridge lines.

Program LU-13.3: The Subdivision Ordinance should provide for the division of land in forms other than that typical to flat land subdivision practices.



Program LU-13.4: A maximum slope upon which development can occur should be established. (OS 88)

POLICY LU-14: The City should develop a program that would begin to establish street improvements in those areas where runoff and sedimentation sources are greatest. (OS 88)

POLICY LU-15: The present human scale and leisurely, low intensity appearance of Morro Bay should be maintained through careful regulation of building height, location and mass. (LUE 53)

Program LU-15.1: The Zoning Ordinance should encourage flexibility in the application of its development standards related to height, setbacks, and building coverage. In order that all of these development characteristics work together, rigid enforcement of any one or all of them can result in unimaginative development. (LUE 53)

Program LU-15.2: Zoning requirements should encourage variations in architecture. (LUE 53)

POLICY LU-16: In order to encourage the development of unique and creative urban environments, the City should utilize incentive zoning and planning measures to encourage developers to subscribe to modern development concepts and techniques. (LUE 53)

Program LU-16.1: Density incentives should be designed to offer bonuses to development proposals that:

- o Preserve significant environmental features and qualities.
- o Accommodate public access and use of the coastal resources.
- o Create open spaces that effectively reduce the need for public parks or open spaces.
- o Institute significant energy and resource conservation features. (LUE 53-54)

Program LU-16.2: Alternative standards related to lot size, building coverage, height limits, setbacks, street widths, and parking requirements should be available to accommodate development proposals utilizing a cluster concept, planned unit development, and other innovative development concepts. (LUE 54)

POLICY LU-17: Modern concepts of development should be utilized with special emphasis placed upon the blending of future housing, commerce and industry with the natural terrain and environmental features. (LUE 52)

Program LU-17.1: Natural terrain, vegetation, drainage courses and rock outcroppings shall not be disrupted as a result of development, unless found to be necessary to protect the health, safety and welfare of the community. (LUE 52)

Program LU-17.2: The Zoning Ordinance should establish a requirement that all environmental features be identified on preliminary site plans for proposed development. (LUE 52)

Program LU-17.3: In that the slopes on surrounding hills are a vital part of the City's character, an Urban Slope Zone developed for critical slope areas (example: generally those over ten percent) should consist of the following:

1. Regulate density as related to slopes.
2. Establish open area standards.
3. Offer incentives for alternative development schemes.
4. Develop methods to maintain ridge line.
5. Express street standards. (OS 95)

Program LU-17.4: Street design in hillside areas should not be such that they traverse directly up the side of a slope. (OS 83)

Program LU-17.5: Development of hillside areas should utilize more unique methods for locating units. The use of flat land subdivision design is unacceptable in a hillside setting. (OS 83)

Program LU-17.6: The hillsides are an important amenity and should be given special consideration when they are chosen for residential development. Some of the concerns that should be given to hillside development are as follows:

1. Grading should be kept to a minimum.
2. New house layout concepts should be considered, such as cluster units and attached units.
3. Street designs should follow the contours of a hillside, i.e., not be permitted to go directly up the side of a slope.
4. Houses should be designed to fit the slope of the land, not vice-versa.
5. In a tract of homes, design should be such that development does not simply begin at the bottom and continue unceasingly to the top. After development, a hill should still be recognizable as a hill, i.e., some areas should be left open.

6. Precise analysis of the geologic conditions should be required of all hillside development.
7. Units should not be permitted in a natural drainage course or at the base of such.
8. Underground utilities should be required in all hillside areas.
9. Slopes exposed by grading should be landscaped.
10. Use of native, high fire resistant landscaping should be required where the natural hillside is contiguous to the development. (OS 52-53)

POLICY LU-18: Downtown Morro Bay must be retained and enhanced.

Program LU-18.1: The present human scale in building design and style should be encouraged in all future development or redevelopment in lieu of high-intensity or high-rise concepts.

Program LU-18.2: Desirable existing buildings should be improved and renovated and only removed as a last resort for safety, locational or functional reasons.

Program LU-18.3: Additional improved off-street parking should be provided through utilization of the many methods available for its acquisition and development. (See Circulation Element)

Program LU-18.4: The attraction of more diversified products and services in order to halt the present leakage to San Luis Obispo of both local and visitor dollars. (LUE 9)

POLICY LU-19: The City should do everything it possibly can to keep the fishing village atmosphere and balance the mixture of the land uses on the Embarcadero. (LUE 34)

POLICY LU-20: The City should explore all means to maintain and encourage the development of harbor-related land uses along the Embarcadero. Opportunities for such forms of development should be given priority over those that are not dependent on waterfront locations or related to the public's use and enjoyment of this area.

Program LU-20.1: Harbor-related land uses should include marine retail, service and repair businesses; fish distribution, wholesale and retail sales; water recreation related uses; sport fishing businesses; public uses related to the waterfront or harbor and marine science and research establishments.

Program LU-20.2: Redevelopment of existing land uses not in keeping with this objective should be encouraged.



Program LU-20.3: The remaining waterfront sites should be reserved for land uses that require water access. Other land uses should only be permitted as joint uses thereof. (LUE 47-48, See Harbor Section)

POLICY LU-21: The Downtown and the Embarcadero should function more effectively as a unit in terms of circulation, parking, land use and visual continuity.

Program LU-21.1: Specific planning should recognize the potential for these two areas to function as a unit and thus be analyzed and planned in concert.

Program LU-21.2: Development of properties that are bisected by the bluff should incorporate pedestrian access from the waterfront elevation to the top of the bluff. (See Circulation Element)

Program LU-21.3: Increased parking needs of Embarcadero development should give highest location priorities to sites above the bluff and anticipate the need to increase pedestrian access over the bluff. (See Circulation Element)

Program LU-21.4: Development standards for this area should not prohibit building of structures that would cascade down the bluff. (LUE 49)

### 3. GROWTH

OBJECTIVE: To ensure that growth does not detract from the living environment and levels of service presently enjoyed by the community. (LUE 39)

POLICY LU-22: Growth is to be carefully managed and monitored and allowed only when it can be conclusively proven that all community services can be adequately and economically provided to new residents. (LUE 8)

Program LU-22.1: The approval of future new subdivision developments will be contingent upon the availability of a sufficient water supply and a review of the costs to provide water to the population at the time of the development proposal. (LUE 8)

Program LU-22.2: The most modern of cluster concepts of development will be utilized with special emphasis upon the blending of future housing, commerce and industry with the natural terrain and land forms. (LUE 8)

Program LU-22.3: At the time of request for annexation, the City shall prezone all lands within its sphere of influence in keeping with the above policy will utilize all methods available to insure county cooperation therewith. (LUE 8) Prezoning shall be applied to the sphere of influence with the intent to minimize urban expansion and maximize environmental conservation. (LUE 39) The sphere of influence areas will not be allowed to annex to the City until the Local Coastal Plan has been amended to include those areas within the LCP Urban-Rural Boundary. (added New)

Program LU-22.4: No development or use or clearing of natural vegetative land shall occur in City areas without the review and approval of the City. (LUE 40 modified)

POLICY LU-23: The City shall investigate opportunities for fiscal policy measures which would discourage urban sprawl and encourage maintenance and improvement of the existing community. (LUE 40)

Program LU-23.1: The City should investigate opportunities to apply development fees for public services in order to insure that true costs are paid by new development for their service impacts. (LUE 40 modified)

Program LU-23.2: User fees should be established to insure that the cost of various services are passed on to the recipient of public services. Subdivision fees, Zoning Ordinance procedure fees, building and engineering inspection fees should all be examined. (LUE 41)

Program LU-23.3: The City should take a position in support of federal and state tax reform measures related to removing excessive depreciation on buildings and rental housing, modification to tax and interest deductions for owner-occupied housing and generally those measures that would reduce incentives to convert agricultural land to urban development or neglect maintenance and investment in existing development. (LUE 41)

POLICY LU-24: Recognition of the growth inducing characteristics of development shall be an integral part of managing growth. (LUE 41)

Program LU-24.1: Environmental reviews will be conducted to determine growth inducing impacts of any new subdivision, or development of properties over one acre in size. Those forms of development that occur more incrementally on smaller parcels shall be evaluated annually by the City to determine the cumulative effect of such trends. (LUE 41 Modified)

POLICY LU-25: Future growth in terms of population shall be maintained at a rate consistent with that established by Measure F in the November 1984 election. (New)

Program LU-25.1: The maximum population on December 31, 2000 shall be 12,200. The maximum annual limit of residential units shall be 70 units with an allowable variation of 10%. (New)

#### 4. RESIDENTIAL USES

##### OBJECTIVES:

- \* Create a variety of housing types for all income levels and housing needs.
- \* Maintain a character consistent with a village-like community usage. The character should be distinctive.
- \* Provide lower cost housing for the City's elderly and limited income families. (New) (LUE modified 42)

POLICY LU-26: New residential development should respond to the various housing needs by consisting of a variety of types. (LUE 42)

Program LU-26.1: Housing most suitable for elderly should be located in the area surrounding the downtown area.

Program LU-26.2: Consideration should be given to developing standards that would encourage and regulate the conversion of older motels into limited group quarter housing facilities. (LUE 42)

Program LU-26.3: Additional multiple family land uses should be located along North Main Street and Highway 41.

In order to encourage development of multiple family units, mixed use standards should be developed to permit their development in conjunction with certain non-residential land uses. (LUE 43)

Program LU-26.4: The mixed use concept should be utilized to create a unique residential living environment for those people requiring convenient access to community services, less outdoor living space, and less dependency on auto transportation. Special development standards will be required to accomplish this and should be based upon the Mixed Use designations on the Land Use Plan. (LUE 42)



Program LU-26.5: Areas where a mixture of housing and other land uses have developed should be recognized for their short-term permanence, and thus the most concerted efforts aimed at reducing incompatibilities, rather than seeking land use consistency. (LUE 29)

Program LU-26.6: Zoning standards should be prepared to accommodate group quarter living units, especially to provide a new housing alternative for the elderly. Development standards should be created with the following concepts in mind:

- o Less on-site parking is required.
- o Both private and common open spaces should be provided.
- o Private entrances should be provided.
- o Group kitchen and dining areas may be utilized.
- o All areas of the structures should be accessible with ramps.
- o Visitor parking should be provided in most accessible locations. (LUE 43)

POLICY LU-27: There should be flexibility in the City's regulations to allow for a variety of form and intensity of residential development.

Program LU-27.1: The density standards should only regulate the number of units to be developed on a parcel. Environmental factors will affect the resulting unit type.

Program LU-27.2: The zero lot line concept should be encouraged in the City's small lot subdivisions. Attached housing duplexes or triplexes would also be appropriate upon consolidated lots.

Program LU-27.3: The densities established in the General Plan can provide for several unit types that more closely relate to the existing scale in residential areas. Unit types could consist of duplexes, triplexes, townhouses and low rise garden apartments.

Program LU-27.4: Zoning development standards should include standards for the following: (LUE 45)

Common outdoor space area	Private outdoor space area
Variable setback requirements	Landscaping standards
Trash storage area requirements	Storage area requirements

POLICY LU-28: Low to moderate cost housing should be openly solicited by the City, and both public and private assistance to encourage the attraction of such should be utilized. (LUE 43)

Program LU-28.1: See Housing Element Programs.

POLICY LU-29: The City should encourage housing rehabilitation efforts. Coordination with the County could result in HCD funds being focused on such rehabilitation programs. (LUE 43)

Program LU-29.1: See Housing Element Programs.

POLICY LU-30: Continued effort is needed to ensure that the residential development of the community be the most responsive to maintaining environmental quality.

Program LU-30.1: When grading is required to create residential unit sites it should be accomplished with contour grading techniques.

Program LU-30.2: Cluster concepts should be utilized to keep street surface area to a minimum.

Program LU-30.3: Hillside residential streets should be kept to the absolute minimum width in order to reduce grading requirements.

Program LU-30.4: Housing unit siting should be such that removal of existing environmental features is not required. (LUE 43)

POLICY LU-31: Modern mobile home developments have proven to be one solution to the existing lack of low and moderate cost housing. Provisions should therefore be established to accommodate this form of housing while ensuring its proper development. (LUE 44)

Program LU-31.1: Mobile home parks should be permitted in appropriate locations of seven units per net acre and should be developed on a minimum of five acres. (LUE 44)

Program LU-31.2: Mobile home park regulations should place great emphasis upon locational criteria, aesthetic treatment, lower density, and the provision of needed services of both an external and internal nature. (LUE 7 Modified)

Program LU-31.3: Mobile home parks should meet the following criteria:

- a. Mobilehome Park Districts shall be established only on land that is designated low, low-medium or medium density residential.
- b. A Mobilehome Park District should be located on a major or secondary street. If on a secondary street, it should be located so that movement to a major street is easily accomplished without utilizing local single family residential streets.
- c. A Mobilehome Park District should be in close proximity to and have good access to retail and service commercial centers as well as other community services such as parks and schools.
- d. A Mobilehome Park District should consist of not less than 5 acres of usable area (i.e., exclusive of public rights-of-way).
- e. The existing utility systems (water, sewer, drainage, electrical, gas and communications facilities) should be adequate or the construction of new systems possible to serve a Mobilehome Park within the Mobilehome Park District. (LUE-44)

Program LU-31.4: Substandard mobile home parks within the community should be identified and a long-term, reasonable program to either cause their improvement, relocation, or ultimate removal should be instituted. (LUE 7)

## 5. COMMERCIAL USES

OBJECTIVE: Strive to centralize major shopping facilities while providing for special forms of commercial development such as tourist, marine, office and neighborhood, in concentrated clusters. A continued effort will be required to improve existing commercial areas throughout the City in terms of parking and access, compatibility with surrounding land uses, public improvements, and general aesthetic qualities. (LUE 45)

POLICY LU-32: Downtown must be retained and enhanced with emphasis placed upon maintaining human scale, revitalization of existing buildings and improved offstreet parking. (LUE 46)

Program LU-32.1: Community shopping needs should be satisfied by encouraging the development of such land uses in the Downtown area. (LUE 46)



Program LU-32.2: The Specific Plan for the Downtown should consider the creation of a village environment. (LUE 46 Modified)

POLICY LU-33: Improvements to the Embarcadero should create greater pedestrian orientation, removal of through traffic, and a more efficient solution to automobile parking. (LUE 46)

Program LU-33.1: The City should explore the opportunities for developing tram service that would encourage more parking in the Downtown area. Such a service might operate effectively between Morro Bay Boulevard Park and the Bicentennial Stairway. (LUE 46)

Program LU-33.2: Development of sections of the Embarcadero should be based on a linear concept with businesses located on each side of a pedestrian corridor. Such a corridor should be planned to accommodate service vehicles and the access needs of boat transporting. (LUE 46)

Program LU-33.3: The City may consider applying the Redevelopment process to the Embarcadero and adjacent areas with the primary intent of improving circulation, public parking and other public amenities. (LUE 46)

POLICY LU-34: Emphasis should be placed on strengthening the form of areas where significant commercial development has occurred, thereby reducing the need to further expand areas of commercial development.

Program LU-34.1: The following areas are recognized as representing satellite commercial areas that should be improved to satisfy special commercial needs.

- o Quintana Road Shopping Center - Neighborhood shopping land uses for existing and future populations.
- o Quintana Road commercial Areas (south of Morro Bay Boulevard and at the intersection of Quintana Road and Main Street - Service commercial land uses should be continued with an emphasis on providing sites for boat building and boat outfitting businesses.
- o Atascadero Road/Main Street Commercial cluster. The mixed use of the area should be directed towards service commercial land uses with a strong orientation towards tourist commercial.
- o Main Street and Elena Street Shopping Center - This center should become the major neighborhood commercial center for North Morro Bay.

- o North Main Street Strip Commercial - A mixed use concept should be applied and commercial land uses, such as offices, neighborhood commercial, and multiple family residential should be encouraged.
- o Motel Cluster - Continued development and redevelopment in this area should aim to:
  - Create a more direct connection between Downtown and the Embarcadero by encouraging tourist retail and service commercial land uses; and,
  - Establish a core area to accommodate the visiting public's needs. (LUE 47)

Program LU-34.2: Public facilities in the form of street improvements, street lighting, street trees, street furniture and public signing should be directed at commercial areas in order to strengthen their identities. (LUE 47)

POLICY LU-35: The City should explore all means to maintain and encourage the development of harbor-related land uses along the Embarcadero. Opportunities for such forms of development should be given priority over those that are not dependent on waterfront locations or related to the public's use and enjoyment of this area.

Program LU-35.1: Harbor-related land uses should include marine retail, service and repair businesses; fish distribution, whole sale and retail sales; water recreation-related uses; sport fishing businesses; public uses related to the waterfront or harbor and marine science and research establishments.

Program LU-35.2: Redevelopment of existing land uses not in keeping with this objective should be encouraged.

Program LU-35.3: The remaining waterfront sites should be reserved for land uses that require water access. Other land use types should only be permitted as joint uses thereof.

POLICY LU-36: The concept of mixed uses should be considered for application throughout the City's commercial areas in order to create a more vibrant community as well as offer opportunities for unique forms of housing. Such should occur only after the sensitivities of low intensity land uses has been accounted for. (LUE 48)

Program LU-36.1: The mixed concept should be applied as follows:

- o Downtown: Commercial , office and residential.

- o North Main Street: Residential, neighborhood commercial and office.
- o Embarcadero: Harbor-related and tourist commercial.
- o Motel Cluster Area: Tourist commercial, multiple family residential and office. (See Land Use Plan Figure)

Program LU-36.2: Mixed use development standards should be prepared for conditions when the concept is applied to a single parcel as well as when dissimilar uses are to occur on adjacent parcels.

Program LU-36.3: Mixed uses involving residential and commercial land uses on the same parcel should focus particular attention to providing private outdoor space for the residences, maintaining separate access, and generally insuring that residences are well insulated from the commercial activities. (LUE 48)

Program LU-36.4: Residential units combined with commercial uses should be designed to accommodate residents not requiring large outdoor spaces. (LUE 48)

## 6. VISITOR-SERVING FACILITIES

OBJECTIVE: Enhance opportunities for the use and enjoyment of the coastal area through adequate provision of visitor-serving facilities. Visitor-serving commercial establishments within the coastal zone, in conjunction with the attractive shoreline, provide numerous opportunities for public recreation and access to all income groups. (LCP 58 added)

POLICY LU-37: The City will adopt regulations which permit the construction of visitor-serving facilities in appropriate locations and the City will establish visitor-serving commercial recreational facilities as a high priority land use.

Program LU-37.1: Lower-cost visitor and recreation facilities for persons and families of low or moderate income shall be protected, encouraged, and where feasible, provided. Developments providing public recreational opportunities are preferred. (LCP 64)

Program LU-37.2: Subject to the appropriate land use designation set forth herein, the use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry. (LCP 64)



Program LU-37.3: Consistent with LCP Policy 7.06A, the Embarcadero between Beach Street on the north, Main Street on the east, Olive Street on the south and the waterfront area on the west, shall be considered a mixed commercial fishing and visitor-serving recreational use area. With regard to the siting of new developments, priority shall be given to coastal-dependent uses located on the west side of the Embarcadero. (LCP 64)

Program LU-37.4: The City will continue to encourage, protect, and maintain a variety of recreational activities, such as art shows, parades, group events, etc., in appropriate locations of the City. (LCP 64)

Program LU-37.5: The removal or conversion of lower-cost visitor-serving uses and facilities shall be prohibited unless the use will be replaced by a facility offering comparable visitor-serving opportunities. Demolition of lower-cost visitor-serving facilities shall be prohibited unless the City finds that the facility is structurally unsound and the cost of rehabilitation would make the existing use uneconomical, as defined in Phase III of the Local Coastal Program. (LCP 65)

Program LU-37.6: New hotel/motel developments within the coastal zone shall, where feasible, provide a range of rooms and room prices in order to serve all income ranges. Similarly, lower cost restaurants, or restaurants which provide a wide range of prices are encouraged. Consistent with Coastal Act Section 30213, the City shall in no event (1) require that overnight room rental be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private land; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities. (LCP 65)

Program LU-37.7: Future demands of the tourist industry shall be provided for when considering new development in Mixed Use Areas A and C of the LCP and in the Embarcadero. In addition, the siting of new developments shall be consistent with the Coastal Act, specifically including Coastal Act Sections 30222 and 30255. (LCP 65)

Program LU-37.8: In reviewing visitor-serving development in the Embarcadero as defined in Policy 2.03 of the LCP, the City shall find that provision of off-street parking is sufficient to serve the development's peak demands as defined in Phase III of the Local Coastal Program. Parking demands shall be satisfied by the provision of off-street facilities on the development site or within 300 feet. Once a parking management program for the Embarcadero has been developed which provides off-street parking resources, and

such a program is implemented, applications for development shall be allowed to satisfy their peak parking demands through participation in the program. If the program includes an in-lieu fee system, the applicant shall provide the City an in-lieu fee of an amount equal to the purchase of land and construction of the number of spaces needed to serve the development's peak needs. The City shall use the fees to provide for parking support in the Embarcadero. (LCP 65, See Circulation Element)

Program LU-37.8: Public rest areas should be incorporated into the street rights-of-way in Downtown and the Embarcadero. These areas should consist of benches, trash receptacles, drinking fountains, landscaping, information signing or kiosks and decorative paving and planters. (LUE 53, See also Circulation Element)

## 7. INDUSTRIAL/ENERGY-RELATED DEVELOPMENT

### OBJECTIVES:

\* To improve the economic base of Morro Bay by promoting environmentally acceptable industry. The fishing industry is an important aspect of Morro Bay and therefore every reasonable effort should be taken to accommodate its needs for improved and expanded facilities. (LUE 49)

\* To provide for a moderate industrial base comprised of clean and non-polluting industries. (New LUE 49) (LUE 9)

\* To protect the City against any of the potential adverse impacts associated with energy development and to promote appropriate energy development. (New)

### a. General Industrial Uses:

POLICY LU-38: Small, high-quality, non-polluting industrial development should be encouraged. Such should be an extension of existing development of this nature and emphasis should be placed on providing for the needs of harbor and fishing industry land uses. (LUE 49)

Program LU-38.1: The Zoning Ordinance should incorporate development standards that focus on insuring high quality industrial development with specific attention given to screening storage and loading areas, landscaping standards and building coverage standards. (LUE 49)

Program LU-38.2: The City should establish an area catering to the "small" industrial needs of the community and the surrounding area. Such could be of both a manufacturing and service nature with perhaps a strong orientation to supplying harbor and fishing needs. (LUE 9)

b. Coastal-Dependent Industrial Uses:

POLICY LU-39: Industrial uses located on or adjacent to the harbor and beaches shall be regulated to protect the environment and priorities shall be established for coastal dependent land uses.

Program LU-39.1: The City shall designate the existing PG&E parcel and the Chevron pier parcel as coastal-dependent industrial uses. Any proposals for energy-dependent industrial uses within zones designated for general industrial development will require an amendment to the land use plan consistent with Section 30515 of the Coastal Act. Power plant expansion on PG&E owned property shall have priority over other coastal dependent industrial uses. Power plant expansion shall be limited to small facilities whose location would not further affect the views of Morro Rock from State Highway One and high use visitor-serving areas, consistent with Policy 12.11 of the LCP. (LCP 122)

Program LU-39.2: Interim uses shall be allowed in areas designed coastal-dependent industrial uses until the existing owners have an approved coastal-dependent industrial development. Interim uses shall be limited to projects which have relocatable (not permanent) structures, are subordinate to the character of the visual setting, and are limited to the following uses:

- (1) Visitor access, paths, lookout points, etc.
- (2) RV parks
- (3) Parking
- (4) Picnic areas
- (5) Campgrounds
- (6) Restrooms and service facilities
- (7) Playgrounds
- (8) Temporary boat storage
- (9) Temporary boat repair area
- (10) Ancillary uses for the above
- (11) Other uses serving visitors or commercial fishing which do not require permanent structures (LCP 123)

Program LU-39.3: The Morro Bay Wastewater Treatment facilities shall be protected in their present location since an important operational element, the outfall line, is coastal-dependent. (LCP 123)

Program LU-39.4: In the areas designated for industrial land uses, Coastal-dependent uses shall have priority over non-coastal-dependent uses. (LCP 123)



c. Coastal-Dependent Energy Development:

POLICY LU-40: Measures shall be taken by the City to protect against the potential adverse environmental impacts created by energy development. (New)

Program LU-40.1: In the areas designated for coastal-dependent industrial uses, any proposed service bases or proposed additions or modifications of the existing marine terminals and associated facilities (including storage tanks) and oil separation, treatment and processing facilities shall be subject to review and approval of the following:

- a. Phasing plan for the staging of development indicating the anticipated time table, and site plans for project initiation, expansion possibilities, completion, consolidation possibilities and decommissioning.
- b. Oil spill contingency plan indicating the location and type of cleanup equipment, designation of responsibilities for monitoring, cleanup, waste disposal and reporting of incidents and provisions for periodic drills by the operator as requested by the County, to test the effectiveness of the cleanup and containment equipment and personnel.
- c. Submission of the advantages and disadvantages of the proposed expansion and possible alternatives in terms of air quality, oil spill probability, frequency of vessel trips and loading/unloading time.
- d. Submission of an examination of the effects the expansion has on the related transportation processing system.
- e. Upgrading of the existing facilities in terms of reducing overall air pollutant emissions, assuring the adequacy of screening from public view including the use of decorative walls, fences, and landscaping, etc.
- f. Preparation of an Environmental Impact Report.
- g. Availability of adequate water, wastewater services and other public services either provided by the City or applicant. (LCP 123-24)

Program LU-40.2: The routing of any new pipelines or transmission lines shall utilize whenever possible existing pipeline or transmission line corridors. (LCP 124)

Program LU-40.3: Except for those pipelines and transmission lines exempted from coastal development permits under Section 30610 (d) and (f) of the Coastal Act as defined by the State Coastal one conservation Commission's interpretive guidelines adopted September 5, 1978, the City shall review and approve all proposed plans for the expansion of transmission lines and pipelines in and through City boundaries. (LCP 124)

Program LU-40.4: The City will require that new pipelines and transmission lines are installed with suitable mitigation measures such as erosion control, revegetation, and other measures necessary to protect all scenic resources and habitat values. (LCP 124)

Program LU-40.5: The City shall participate in the biennial review of power plant locations by the Coastal Commission and make recommendation where amendments, alterations, or conditions are needed. (LCP 124)

Program LU-40.6: The City shall request CEIP or other available state or federal funding to assist in this evaluation of OCS development with respect to socioeconomic and environmental concerns at such time as private industry proposes specific OCS-related development within or adjacent to the City limits. (LCP 124)

Program LU-40.7: Due to the presence of sensitive wetlands and endangered species habitat and the City's status as a Bird Sanctuary, the City will advocate that the Coastal Commission change the recommendation of its Power Plant Siting Study to designate all areas within the City limits except the site presently occupied by the P.G. & E Power Plant, as unsuitable for power plant siting, and designate the City's primary coastal-dependent permitted use as commercial fishing and recreation. (LCP 124)

Program LU-40.8: Due to limited available space, constraints of the harbor, the sensitivity of the Morro Bay estuary, the needs of the commercial fishing industry, and the needs of tourism and recreation near the bay, Morro Bay opposes the development of a major OCS onshore support base and other competing support facilities within the City limits. (LCP 125)

Program LU-40.9: The City wishes to go on record as opposing the leasing of OCS lease tract #53. (LCP 125)

Program LU-40.10: In the event the Federal or State government mandates that minor OCS support facilities must be accommodated here, such facilities may be allowed as a conditional use in the City provided that:

- a. The facilities shall not interfere with public shoreline access or access to Morro Rock.
- b. The development shall financially participate in the programs to stabilize the dunes between Morro Rock, the PG&E power plant, and Morro Creek. Any Coastal Conservancy funding expended on dunes stabilization should be reimbursed commensurate with the benefit received.
- c. The development shall involve construction of waterfront facilities that can be shared or used by the commercial fishing industry.
- d. Any storage areas shall be inconspicuously located and extensively screened from public view with heavy landscaping.
- e. All heavy equipment or large quantities of bulky supplies shall be stored and transported from other existing service bases or the proposed Gaviota supply base.
- f. Development will be required to fully assess and mitigate the effects of a partial crew base on Morro Bay's economy and housing supply.
- g. Any such development shall procure and furnish any water supplies needed for their operation and maintenance and for the maintenance of their personnel without impinging on Morro Bay's available supply and without cost to the City. (LCP 125)
- h. Any such development shall likewise procure and furnish any sewer capacity needed for their operation and maintenance and for the maintenance of their personnel without impinging on Morro Bay's existing capacity and without cost to the City. (LCP 126)
- i. Any such development shall agree to reimburse the City for the cost of police, fire, public works and other City services made necessary by reason of the development. (LCP 126)

Program LU-40.11: In addition to the requirements set forth in the applicable general policies and programs, any proposals to improve, upgrade, or expand Chevron, U.S.A.'s facilities shall be conditioned to allow for public access provided that access will not endanger the public or interfere with industrial operations. (LCP 126)



Program LU-40.12: At such time as Chevron U.S.A. no longer requires the existing property for petroleum operations, the City requests that a State or County agency or the City be offered the right of first refusal to acquire the pier and pier property for recreational purposes. (LCP 126)

Program LU-40.13: Should it become necessary for the U.S. Navy to expand its jet fuel storage operations in Morro Bay, existing tankage and new facilities shall be located if possible at or adjacent to either the Chevron, U.S.A. site or at a site in the hills behind the City of Morro Bay, subject to appropriate measures to mitigate impacts to view and other resources. (LCP 126, See also Circulation Element)

Program LU-40.14: Any proposals to reactivate or improve Texaco, Inc. facilities shall be limited to those uses which are compatible with existing surrounding residential development and which do not represent a physical expanding of the previously existing operations such as office space. (LCP 126)

Program LU-40.15: Any expansion of the PG&E power plant shall give priority to the options that would best utilize available on-site space. Additionally, no dunes areas should be disrupted unless there is no other less environmentally damaging alternative. PG&E shall contribute to the dunes stabilization program and reimburse their pro rata share of any Coastal Conservancy (or City) expenditure for dune stabilization in this area. (LCP 126-27)

Program LU-40.16: As a condition of any expansion of the PG&E power plant, the City will require substantial landscaping and screening to mitigate the visual impacts of existing and future facilities; with particular emphasis on screening the facilities located between the power plant and Highway One. (LCP 127) (See also Circulation Element)

Program LU-40.17: The City shall insist that the present operation and any further expansion of the PG&E Plant conform to the standards of the Federal and State pollution control requirements and emission levels be maintained. (LCP 127)

## **8. AGRICULTURE AND URBAN RESERVE AND URBAN SERVICE BOUNDARIES**

OBJECTIVES: To preserve vital agricultural uses in and adjacent to the City. Until every method for preserving agricultural lands has been attempted and the environmental values of agriculture have been determined, these areas shall not be converted to urban uses. Of specific concern is the agricultural use of Morro and Chorro Valleys. (OS 85)

POLICY LU-41: The soils in the Morro, Chorro and Toro Valleys represent the most valuable soils in the Morro Bay area, and thus their use for agriculture should be encouraged. (OS 82)

Program LU-41.1: An agricultural land use designation should be applied to these areas as depicted on the Land Use Plan. (LUE 50)

Program LU-41.2: Consideration should be given to the use of these areas for small farms, horse ranchettes, or other low intensity uses that will maintain the open and natural qualities of the areas. (LUE 50)

POLICY LU-42: The City, and the City/County through cooperative review and permitting arrangements, shall maintain the maximum amount of "prime" agricultural land (as defined in Section 30113 of the Coastal Act and as identified through consultation with the U.S.D.A. Soils Conservation Service) in agricultural production to assure the protection of the areas' agricultural economy. The City shall join with the County in a cooperative planning arrangement to assure that conflicts shall be minimized between City and County agricultural and urban land uses.

Program LU-42.1: There shall be a joint planning effort to establish stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.

Program LU-42.2: The City should encourage the County to limit conversions of agricultural lands around the periphery of the City to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses and where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.

Program LU-42.3: The City and County should permit the conversion of agricultural lands surrounded by urban uses only where the conversion of the land would be consistent with PRC Section 30250.

Program LU-42.4: Regulations shall encourage the development available lands not suited for agriculture prior to the conversion of agricultural lands.

Program LU-42.5: The City and County shall assure that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.

Program LU-42.6: All divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of prime agricultural lands. (LCP 142- 143)

POLICY LU-43: The City shall implement the standards, or implement the standards in cooperation with the County in a City-County review process for proper land management.

Program LU-43.1: Notification shall be given for the purposes of comment of any division of land, permit activity, or grading in the Morro and Chorro watershed (as contained in the Coastal Zone boundary) to the City for review and recommendation.

Program LU-43.2: The City and County shall use "Best Management Practices" to control agricultural practices that would result in sedimentation, contamination of the basins, or misuse of water resources. (See also Conservation Section)

Program LU-43.3: The City will adopt Water Basin Management Planning in cooperation with other affected agencies.

Program LU-43.4: The City will implement City Water Management Plans activities and facilities where it involves unincorporated lands; and, County limitation for further land development which intensifies use of groundwater resources in the Morro and Chorro Basins until a comprehensive water management plan is adopted by the City and joint groundwater management programs have been formulated.

Program LU-43.5: The City will only allow the location of new residential, commercial, or industrial development within, contiguous with, or in close proximity to, existing developed areas able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, the City will provide that land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels. (LCP 143- 144) (In any event, the City singularly shall take such actions deemed necessary to implement these activities.)

Program LU-43.6: All non-prime land within the City of Morro Bay suitable for agricultural use shall not be converted to non-agricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or



concentrate development consistent with Public Resources Code Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands. (LCP 144)

POLICY LU-44: All non-agricultural development permitted on non-prime agricultural lands shall preserve the maximum amount of lands in agricultural use. In approving any land division or non-agricultural use, all of the following findings shall be made by the City:

- (1) Continued or renewed agricultural use is not feasible without the proposed division and/or supplemental non-agricultural use;
- (2) The proposed division and/or use will allow for and support the continued use of the site as a productive agricultural unit, would contribute to long-term agricultural viability and would preserve all agricultural lands;
- (3) The proposed division and/or use will result in no adverse effect upon the continuance or establishment of agricultural uses on the undeveloped portion of the property or on surrounding or nearby properties.
- (4) Buffer areas are provided between agricultural and non-agricultural uses;
- (5) Adequate water supply, sewage disposal and other public services are available to service the proposed development after provision has been made for the continuance of existing agricultural operations and future operations which may require water needs exceeding the present needs.
- (6) The proposed division and/or use will not adversely impact environmentally sensitive areas, scenic resources or the rural character of the site, where applicable. Where new non-agricultural developments are permitted on lands in or previously in agricultural production, sensitive habitats shall be protected, restored and enhanced as a condition of development approval. (LCP 144-5)

POLICY LU-45: Where continued agricultural use is not feasible without some supplemental non-agricultural use, priority shall be given to public recreational uses, visitor-serving recreational and visitor-serving commercial use. All division and/or non-agricultural development on non-prime agricultural lands shall

require a City-approved development plan showing how the proposed division or development would affect the subject property. In reviewing a proposed development plan and determining the density of permitted use, the City shall require conditions to protect agricultural uses.

Program LU-45.1: Development shall be clustered to retain the maximum amount of agricultural land in agricultural production or available for agricultural use. No more than 2% of the gross acreage of the property shall be converted to non-agricultural uses (including roads and public works). Residential density shall not exceed one dwelling unit per 20 acres. The remaining acreage shall be left in agricultural production and/or open space if agricultural uses are found to be infeasible. Development shall be located close to existing roads and shall be sited to minimize impacts on scenic resources, wildlife habitat and streams and adjacent agricultural operations.

Program LU-45.2: Prime agricultural land, as defined in Policy 6.01, shall not be removed from production unless consistent with PRC Section 30241.

Program LU-45 3: Land divisions or development proposals shall include a means of permanently securing the remaining acreage in agricultural use, such as agricultural preserves, open space easements, or granting of development rights. Covenants not to further divide shall also be executed and recorded prior to issuance of development permits.

Program LU-45 4: The creation of a homeowners' or other organization or the submission of agricultural management plans shall be required to provide for continued agricultural use of agricultural lands and their availability either on a lease or purchase basis. Such organizations or plans shall also provide for the maintenance of water or road systems.

Program LU-45.5: Agricultural lands supplemented by development shall be accompanied by covenants or other suitable recorded mechanisms to ensure the maintenance of buffer. (LCP 145-6)

POLICY LU-46: The City shall participate in the efforts of the Coastal Conservancy or other public or private agencies to implement agricultural enhancement programs. These programs may include, but are not limited to, the following programs.

Program LU-46.1: The City will encourage the Coastal Conservancy purchase of development rights or fee interest in agricultural lands.

Program LU-46.2: The City may require agriculture preservation fees from new development.

Program LU-46.3: The City may encourage the transfer of lands to public or non-profit agencies which will lease back for agriculture, retain life estates for current owners, operate "agriculture parks", community farms, or experimental agricultural stations.

Program LU-46.4: The City may develop assistance programs (water subsidies, recycling methods, fencing and other buffers, low-cost agricultural loans). (LCP 146)

Program LU-46.5: The City will consider the reduction in City tax assessments based on use and lack of need for urban services and removal of in-lieu fees (i.e., Parks and Recreation) where partial site development occurs and agricultural land is maintained.

POLICY LU-47: The City's Urban Reserve and Urban Service lines (LCP) shall be drawn to coincide with the present City limits with the exception of the Cabrillo property and the portion of the Williams property which is outside of the 30 net acre commercial area established by Measure B., which shall be excluded from that line. (LCP 146-7) The LCP would have to be amended if lands within the Local Agency Formation commission's boundary are to be included within the LCP urban rural boundary. (LCP 146)

POLICY LU-48: The City shall implement the following revisions to its LUP land use map to preserve and protect the long-term productivity of agricultural lands within and adjacent to the community:

- (1) Designate the Cabrillo property for agricultural land use with a minimum allowable parcel size of 40 acres.
- (2) Designate the Williams property for agricultural land use, except for thirty (30) net acres prescribed by LCP Policy 6.09 (Measure B), with provisions for supplemental uses subject to the policies contained within the LUP. Permitted supplemental uses on the Williams property are: public recreational, visitor-serving recreational, visitor-serving commercial, commercial and residential, with the siting of such development subject to policies contained in the LUP. The City shall require a precise development plan for any supplemental permitted use proposed by the applicant, and shall make findings that such a plan is consistent with the LUP and relevant Coastal Act and Chapter 3 policies.



(3) Permitted uses on prime and non-prime agricultural lands shall be agricultural use for cultivation of crops or grazing of livestock and non-residential development accessory to agricultural operations. The following uses shall be conditionally allowed:

- a. One single family residence
- b. Farm labor quarters
- c. Public coastal accessways
- d. Greenhouse and nurseries

Conditional uses can be permitted on prime lands where it is demonstrated through City findings that no alternative building site exists except on the prime agricultural lands, that the lease amount of prime land possible is converted and that use will not conflict with surrounding agricultural lands and uses. (LCP 147)

POLICY LU-49: (Measure B, adopted November 1986) An Ordinance to amend the Morro Bay Land Use Plan (LUP) regarding the areas designated as the Williams property in order to provide that land which is not in fact suitable for agricultural uses may be considered by the City of Morro Bay for appropriate future development.

The People of the City of Morro Bay do Ordain as Follows:

Section 1: The City shall amend its Coastal Land Use Plan (LUP) and all applicable ordinances, policies and maps to designate a portion of the Williams property within the City limits for appropriate commercial and visitor-serving uses, including a new shopping center. The total area to be designated for such uses shall be thirty (30) net acres generally located adjacent to Highway 1 and Morro Bay Boulevard, with approximately fifteen (15) net acres to be available for "visitor serving" uses. The siting of such uses shall be in accordance with a precise development plan consistent with the LUP and relevant Coastal Act and Chapter 3 policies. Nothing contained herein shall be construed to permit any residential development on the Williams property.

Section 2: Upon adoption this ordinance shall be immediately submitted to the California Coastal Commission for certification as an amendment to the Land Use Plan for the City of Morro Bay.

Section 3: If any provision of this ordinance is adjudged invalid by a court of competent jurisdiction, such provision shall be deemed separate, distinct and severable and such adjudication shall not affect the remaining provisions of the ordinance.

Section 4: This ordinance shall supersede all other ordinances and LUP policies in conflict therewith. (LCP 147)

## 9. SENSITIVE LANDS AND OPEN SPACE

### General Environmental Protection Policies

OBJECTIVES: Ensure that the delicate balance of the environment is not upset and that urbanization takes place only if protection of the environment can be guaranteed. (OS 85)

POLICY LU-50: It is imperative that methods should be implemented to insure environmental quality and insure that no environmental damage occurs. (OS 47)

Program LU-50.1: A study should be initiated to determine man-induced impacts on Chorro and Los Osos Creeks and their tributaries and result in methods to control the pollution of these vital waterways. (OS 86)

Program LU-50.2: Develop zoning standards that require the preservation of existing vegetation when development is proposed in areas where significant forms exist. (OS 95)

Program LU-50.3: The Zoning Ordinance should have special zones for areas of unique qualities for the purpose of protecting and perpetuating such. (OS 84)

Program LU-50-4: The Subdivision Ordinance should have a hillside section, as well as with other standards that would contribute to greater environmental quality. (OS 84)

POLICY LU-51: In an urbanizing area, open space must be maintained in a variety of methods. Methods should be created for maintaining open space not only through public means, but private as well and that they be utilized at every opportunity that presents itself. (OS 3)

### Diking, Dredging and Filling Policies

OBJECTIVE: Maintain the harbor for the continued economic and productive longevity of Morro Bay. (New) Balanced with this must be the protection of the sensitive resources in the bay, especially in the southern bay. (LCP 192)

POLICY LU-52: Harbor circulation should be maintained and enhanced where feasible. Studies aimed at determining methods to reduce the shoaling characteristics of the Bay should be initiated so as to reduce future needs for harbor dredging. (OS 85)

Program LU-52.1: Future harbor expansion, specifically for commercial fishing, should occur in the northern portion of the bay. This area is better suited to accommodate the larger boats which are becoming more prevalent in the fishing industry. If this future harbor expansion reduces the demand for existing commercial fishing facilities, those areas south of Tidelands Park should be utilized by recreational boats. (LCP 192)

POLICY LU-53: To protect the environmental resources in the bay, it is necessary that the Army Corps of Engineers, the U.S. Fish and Wildlife Service and the California Department of Fish and Game evaluate before and after, all dredging and spoil disposal operations as well as pursue baseline studies to allow proper evaluation of the bay. (LCP 191-192)

Program LU-53.1: All diking, dredging, filling and shoreline protection developments within the harbor area (land and water) shall be subject to a full assessment of potential biological impacts until an accurate delineation of the real extent of wetlands and estuarine resources contained within City limits are reflected on a map adopted by the City as provided for in LCP Policy 7.02 in Commercial Fishing/Recreational Boating. Once such a map has been adopted, the level of biological assessment may be diminished relative to the resource(s) (wetland, estuary, open coastal water) and corresponding buffer zones potentially impacted by a project. Diking, dredging, filling, and shoreline protection development within Morro Bay's wetland areas shall only be permitted consistent with Section 30233(c) of the Coastal Act. In designated areas, diking, dredging, filling and shoreline protection developments for commercial fishing, coastal-dependent industry and recreation and visitor-serving uses shall be permitted when consistent both on an individual and cumulative project basis, with the preservation of the Morro Bay wetland/estuarine system. (LCP 192)

Program LU-53.2: All permissible new development within the harbor which may adversely impact the current tidal flushing of the harbor or which may increase shoaling shall be prohibited unless there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects. (LCP 193)

Program LU-53.3: The City should encourage the U.S. Army Corps of Engineers to evaluate potential harbor improvements, such as expanding the existing breakwater, to reduce sediment deposition in the harbor channels. (LCP 193)



Program LU-53.4: The City should encourage the State Department of Parks and Recreation to implement a dune stabilization program, utilizing native plant species, on the Morro Bay Sand Spit. (LCP 193)

Program LU-53.5: Future harbor development shall provide waste disposal to protect the water quality of Morro Bay. (LCP 193)

Program LU-53.6: The City should monitor the continued effect of the bay's erosion cycle on shoreline protection structures and seek the Army Corps of Engineers' assistance in the repair or reconstruction of these structures and should request the Army Corps of Engineers to repair the Tidelands Park revetment prior to installation of the improvements as proposed for the Tidelands Park project, i.e., boat side tie-ups and shore-based recreational fishing and accessways facilities. (LCP 193)

Program LU-53.7: Dredging and spoils disposal in open coastal waters and estuaries shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation, or affect public access. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems. Studies assessing the impacts of dredging and spoils disposal shall accompany applications for dredging and spoils disposal development subject to review and comment of U.S. Fish and Wildlife and California Department of Fish and Game. Spoils disposal impacts shall be monitored so that the U.S. Army Corps of Engineers, U.S. Fish and Wildlife and California Department of Fish and Game in conjunction with the applicants can participate in the assembling of baseline data to allow proper assessment of the impact of present and future harbor development. (LCP 193)

Program LU-53.8: The dumping of dredge spoils on the sand spit shall be prohibited.

POLICY LU-54: Development along the shoreline and open sea shall be consistent with the requirements of the Coastal Act.

Program LU-54.1: Construction of shoreline structures that would substantially alter existing land forms shall be limited to projects necessary for:

- (a) protection of existing development; new development must ensure stability without depending on shoreline protection devices;

- (b) public recreation areas;
- (c) other coastal-dependent uses.

Shoreline structures include revetments, breakwaters, groins, harbor channels, seawalls, cliff-retaining walls, and other such structures that alter natural shoreline processes. (LCP 194)

Program LU-54.2: Retaining walls shall be permitted only where necessary to stabilize bluffs adjacent to the coast-line where no less environmentally damaging alternative exists or where necessary for coastal-dependent projects, protection of existing development and public recreation uses. (LCP 194)

Program LU-54.3: The diking, dredging or filling of open coastal waters, wetlands estuaries shall be permitted in accordance with Section 30233 Coastal Act provisions and where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

- (a) New or expanded energy and coastal-dependent industrial facilities including commercial fishing facilities.
- (b) Maintaining existing or restoring previously dredged depths in existing navigational channels and berthing and mooring areas and boat launching ramps.
- (c) In open coastal waters, other than wetlands, including estuaries, new or expanded boating facilities.
- (d) Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.
- (e) Restoration purposes.
- (f) Nature study, aquaculture, or similar resource-dependent activities.
- (g) In addition to the other provisions of this policy, diking, filling or dredging in existing estuaries shall maintain or enhance the functional capacity of the estuary. Any alteration of the Morro Bay wetland area shall be limited to very minor incidental public facilities, restorative measures and nature study. (LCP 194-5)

## Environmentally Sensitive Habitat Policies

OBJECTIVE: Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.

POLICY LU-55: All environmentally sensitive habitat areas shall be protected against adverse impacts to the maximum extent feasible. (New)

Program LU-55.1: The City shall either prepare a wetlands/estuarine map, or, if funding does not permit such preparation, adopt the National Wetland Inventory by U.S. Fish and Wildlife Service dated 1979, as the mapping illustration of the wetland and estuarine areas contained within City boundaries. If the City adopts the National Wetland Inventory Mapping as their LUP wetlands map, then because that map does not precisely delineate the extent of wetland habitats and types, all proposed development located within 1,000 feet of the mapped wetland boundaries shall be required to submit additional mapping based on U.S. Fish and Wildlife and Coastal Commission Statewide Interpretive Guidelines done by a qualified biologist. The additional mapping will be submitted for review and approval from U.S. Fish and Wildlife and the California Department of Fish and Game. After public agency approval has been obtained, the City shall define buffer areas around the wetland areas. The buffer areas shall be 100 feet around all wetland areas except where biologists identify the need for a greater buffer to protect the overall wetland system or a particular resource. Developments permitted within wetland and/or buffer areas are limited to the uses listed in Section 30233(c) of the Coastal Act. (LCP 209)

Program LU-55.2: Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall maintain the habitats' functional capacity. (LCP 209)

Program LU-55.3: No land divisions shall be allowed in the environmentally sensitive habitat areas of the wetlands, sand dunes, stream beds and endangered wildlife habitats as designated on Figures \_\_\_ and GP-6, unless the land division is for the express and sole purpose of transferring the property to a public management agency or for some other bona-fide conservation purpose. (LCP 209)



Program LU-55.4: Prior to the issuance of a coastal development permit, all projects on parcels containing environmentally sensitive habitat as depicted on the Land Use Plan map or habitat maps included within the LUP and on the adopted U.S. Fish and Wildlife wetland inventory map, or projects on parcels within 250 feet of all designated areas (except wetlands where projects on parcels within 1,000 feet is the criterion), or projects having the potential to affect an environmentally sensitive habitat area must be found to be in conformity with the applicable habitat protection policies of the Land Use Plan. All development plans, grading plans, etc., shall show the precise location of the habitat(s) potentially affected by a proposed project. Projects which could adversely impact an environmentally sensitive habitat area shall be subject to adequate environmental impact assessment by a qualified biologist(s). In areas of the City where sensitive habitats are suspected to exist but are not presently mapped or identified in the City's Land Use Plan, projects shall undergo an initial environmental impact assessment to determine whether or not these habitats exist. Where such habitats are found to exist, they shall be included in the City's environmentally sensitive habitat mapping included within the LUP. (LCP 209-10)

Program LU-55.4: Buffering setback areas a minimum of 100 feet from sensitive habitat areas shall be required. In some habitat areas, setbacks of more than 100 feet shall be required if environmental assessment results in information indicating a greater setback area is necessary for protection. No permanent structures shall be permitted within the setback area except for structures of a minor nature such as fences or at-grade improvements for pedestrian or equestrian trails. Such projects shall be subject to review and comment by the Department of Fish and Game prior to commencement of development within a setback area. For other than wetland habitats, if application of the 100-foot buffer on previously subdivided parcels would render the subdivided parcel unusable for its designated use, the setback area may be adjusted downward only to a point where the designated use is accommodated but in no case is the buffer to be less than 50 feet. The lesser setback shall be established in consultation with the Department of Fish and Game. If a setback area is adjusted downward, mitigation measures developed in consultation with the Department of Fish and Game shall be implemented. (LCP 210)

Program LU-55.5: Passive recreation activities (i.e. bird-watching, walking, nature studies) shall be permitted in sensitive habitat areas with appropriate controls to prevent adverse impacts. (LCP 210)

Program LU-55.6: The recreational use of rare or endangered species' habitats shall be minimal, i.e. walking, bird-watching. Protective measures for such areas should include fencing and posting so as to restrict, but not exclude, use by people. (LCP 211)

Program LU-55.7: Only native vegetation shall be planted in the habitat areas of rare or endangered species. Where feasible, use of drought tolerant plants of a native variety shall be used in coastal zone areas. (LCP 211)

Program LU-55.8: A minimum buffer strip along the streams shall be required as follows:

- (1) a minimum buffer strip of 100 feet in rural areas;
- (2) a minimum buffer strip of 50 feet in urban areas.

If the applicant can demonstrate that the implementation of the minimum buff on previously subdivided parcels would render the subdivided parcel unusable for its designated use, the buffer may be adjusted downward only to a point where the designated use can be accommodated, but in no case shall the buffer be reduced to less than 50 feet for rural areas and 25 feet for urban areas. Only when all other means of project modifications are found inadequate to provide for both the use and the larger minimum buffer. The lesser setback shall be established in consultation with U.S. Fish and Wildlife and the California Department of Fish and Game and shall be accompanied by adequate mitigations. The buffer area shall be measured landward from the landward edge of riparian vegetation or from the top of the bank (e.g., in channelized streams). Maps and supplemental information may be required to determine these boundaries. (LCP 211)

Program LU-55.9: Adjustments to the minimum buffer must protect the biological productivity and water quality of the streams. Assessment of impact shall include, but not be limited to the following factors:

- (a) Soil type and stability of stream corridors;
- (b) How surface water filters into the ground;
- (c) Slope of land on either side of the stream; and
- (d) Location of the 100-year flood plain boundary.

Where riparian vegetation has been previously removed, except for stream channelization, the buffer shall allow for the reestablishment of riparian vegetation to its prior extent to the greatest degree possible. (LCP 212)

Program LU-55.10: No structures shall be located within the stream corridor except: public trails located within a buffer when no alternative location is feasible but outside of riparian habitat; necessary water supply projects; flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development; and development where the primary function is the improvement of fish and wildlife habitat. Bridges (when support structures are located outside the critical habitat areas) may be permitted when no alternative route/location is feasible. All development shall incorporate the most protective mitigations feasible. (LCP 212)

Program LU-55.11: All permitted development, including dredging, filling, and grading within stream beds and setback buffer areas shall be limited to activities necessary for the construction of uses specified in the above policy. When such activities require removal of riparian plant species, revegetation with local native riparian species shall be required. Projects which would cause the removal of vegetation shall be subject to review and comment by U.S. Fish and Wildlife Service and the Department of Fish and Game. (LCP 212)

Program LU-55.12: The biological productivity of the City's environmentally sensitive habitat areas shall be maintained and, where feasible, restored through maintenance and enhancement of the quantity and quality of the Morro and Chorro groundwater basins and through prevention of interference with surface water flow. Stream flows adequate to maintain riparian and fisheries habitat shall be protected. (LCP 212-13)

Program LU-55.13: New subdivisions shall be prohibited in areas designated as environmentally sensitive habitat areas. New subdivisions proposed adjacent to wetland areas shall not be approved unless the to-be-created parcels contain building sites entirely outside the maximum applicable buffer (i.e., 100 feet for wetlands and rural streams, and 50 feet for urban streams. (LCP 213)

Program LU-55.14: No vehicle traffic shall be permitted in wetlands and pedestrian traffic shall be regulated and incidental to the permitted uses. New development adjacent to wetlands shall not result in adverse impacts due to additional sediment, runoff, noise, and other disturbances. (LCP 213)

Program LU-55.15: Studies should be initiated to determine the levels of tolerances of urbanization which various species can and will endure. Subsequent policies based on such studies will then insure that the status quo of the wildlife areas is maintained. (OS 47)



POLICY LU-56: Morro Bay Sand Spit, Morro Rock, and existing wildlife habitats should be preserved in their natural state.

Program LU-56.1: In addition to wetland areas, the Sand Spit and Morro Rock should be designated as open space and maintained as such.

Program LU-56.2: The public access should be limited to these open spaces and development should not be permitted to encroach into the areas adjacent to them. (LUE 51)

POLICY LU-57: Those features in and around the back bay that are determined to be an integral part of this estuary should be classified and protected as permanent open space.  
(OS 95 Modified)

Program LU-57.1: Several areas of Morro Bay contain rare and endangered or unique plant communities. These natural plant communities provide a site for passive and active recreational activities: bird-watching, hiking, etc., and protection and improvement of the areas should be performed as a part of the Local Coastal Program process. (LCP 208)

Program LU-57.2: All non-authorized motor vehicles shall be prohibited in beach and dune areas. A buffer strip, a minimum of 50 feet in width in urban areas and 100 feet in non-urban areas shall be maintained between the dune habitat and adjacent development. All permitted uses shall be regulated and restrictions enforced to protect critical bird habitats during breeding and nesting seasons. Controls may include restriction of access, noise abatement, restriction of hours of operations of public or private facilities. For all permitted uses within dune habitat areas, including recreation, foot traffic on vegetated dunes shall be minimized. Where access through dunes is necessary or established through dunes is necessary or established through historical public use, well-defined footpaths or boardwalks shall be developed and used. (LCP 213)

Program LU-57.3: Recreational uses allowed on Black Hill and the sand spit shall not disrupt the viability of rare or native plant communities. Passive recreational use of these sensitive habitat areas shall be allowed as long as they are determined to be compatible with preserving the sensitive habitat, following review and comment of the proposed recreational uses by U.S. Fish and Wildlife, the California Department of Fish and Game and the Department of Parks and Recreation. (LCP 211)

POLICY LU-58: The City shall investigate all possible means to determine the sensitivities of the bay ecosystem.  
(OS 85 modified)

Program LU-58.1: Pollutants such as chemicals, fuels, lubricants, raw sewage and other harmful wastes generated during commercial or recreational boating activities shall be prohibited from being discharged into the bay. (LCP 210)

Program LU-58.2: Coastal dune habitats shall be preserved and protected from all but resource-dependent, scientific, educational, and passive recreational use. Disturbance or destruction of any dune vegetation shall be prohibited, unless no feasible alternative exists, and then only if revegetation is made a condition of project approval. Such revegetation shall be with native plants propagated from the disturbed sites or from the same species at adjacent sites. (LCP 213)

Program LU-58.3: A storm drain system that would either filter out contaminants from runoff or divert them from the bay may be required. (OS 47)

POLICY LU-59: The following environmental standards shall apply to development of the large privately owned parcel located between Morro Bay High School and Azure Street on the west side of Highway One referred to herein as Mixed Use Area G and formerly known as the VRM property.

The sand and dunes area between the mean high tide line and the easternmost line of dunes, and the marshy lowland habitat areas shall be adequately identified and mapped as part of the information submitted with any development plans for the area. The sandy beach portion of the parcel shall be designated as open space/recreation. The dunes areas and marshy lowland habitat area shall be designated as environmentally sensitive habitat. A buffer setback of no less than 50 feet (if fenced, 100 feet if not fenced) shall be established after mapping of the habitat boundaries has taken place. The mapping and proposed buffers shall be subject to review and comment by U.S. Fish and Wildlife and California Department of Fish and Game. Recreational use of this portion of the site shall be limited to passive recreational uses which do not conflict with the habitat values.

Dedication of beach and dune area to the state is encouraged for proper management. Prior to commencement of any development the applicant shall ensure restoration, enhancement and protection of the dune and marsh habitat areas. The restoration-enhancement-protection program shall be submitted for review and comment by U.S. Fish and Wildlife Service, and the California Department of Fish and Game, and the California Coastal Commission, and suggested modifications shall be incorporated into the program after review by these agencies.

Two vertical accessways to the beach shall be provided, one each on the north and south portions of the parcel. The accessways shall be of sufficient size. (LCP 213)

POLICY LU-60: The precise location and thus boundary line of Environmentally Sensitive Habitat areas shall be determined based upon a field study paid for by the applicants and performed by the City or City's consultants and approved by City Council and/or their appointed designee. Prior to the approval of development on the site, including, but not limited to, a division of land, provision of public access, or restoration of the ESH. (LCP 213)

POLICY LU-61: As a condition of approval of development and prior to commencement of any development, property owners/applicants shall dedicate appropriate permanent easements over portions of the property determined to be sensitive habitat, such as dunes, beach, wetland, or riparian corridor. (CDP 213)

POLICY LU-62: Development of the harbor and beach areas should preserve, protect and enhance the use of these natural resources for the public.

Program LU-62.1: All development at or adjacent to the harbor or beach areas shall provide for physical and visual public access to these features.

Program LU-62.2: Development on or near the harbor or beaches shall take measures to reduce the abusive effects of public use of these resources, such as providing walkways, view decks, stairways, waste disposal containers, and devices necessary to control public access to sensitive environmental features. (LUE 54, See also Circulation Element)

## 10. FISHING, BOATING AND HARBOR DEVELOPMENT

OBJECTIVE: Pursue additional, adequate berthing spaces for both commercial and pleasure vessels as long as these spaces are compatible with the overall function of the harbor and its ecological surroundings. (LUE 9)

POLICY LU-63: In order to be consistent with Coastal Act policies, it is necessary that private slip development within the harbor also give priority to commercial fishing, balanced with the needs of recreational boating. A port master plan should be developed by the City.

Program LU-63.1: New commercial fishing facilities shall be located in the northern portion of the Bay north of Beach Street. New recreational boating facilities shall be located south of Beach Street. Commercial fishing shall be accommodated as long as facilities and space allow, consis-



tent with providing for other coastal-dependent uses. New development must be found consistent with Section 30236 and other resource protection policies contained in the LUP and Chapter 3 policies in the Coastal Act. (LCP 159)

Program LU-63.2: In the event that a port authority is created subject to Chapter 8 of the Coastal Act, it may develop a port master plan. The port master plan shall contain information in sufficient detail to allow the Coastal Commission to determine its adequacy, conformity and consistency with applicable policies in the Coastal Act. (LCP 160)

Program LU-63.3: There is an established need to reorganize the existing harbor mooring configuration to reduce hazards to moored boats and to compensate for the lack of slip facilities. Accordingly, the City may pursue the development of floating docks for the purpose of loading and unloading boats on moorings subject to all Coastal Development Permit procedures. The floating docks would be approximately 10 x 50 feet; anchored to existing moorings. The number of floating docks would be determined by need and by funding availability. The placement of the floating docks shall be in water areas that do not encroach into wetland or buffer areas surrounding defined wetlands in the Bay. The City shall find that the increase in docking facilities is consistent with the resource and water quality protection policies contained in the LUP and Chapter 3 of the Coastal Act. (LCP 161)

Program LU-63.4: "Vessels of a commercial nature" shall mean vessels for which the State of California, Department of Fish and Game has issued a current commercial fishing license, and whose owner or operator holds a current commercial fishing license, and which within the current calendar year has been actively used for commercial fishing activities. Such use shall be evidenced by proof that the vessel has grossed a minimum \$5,000 during the calendar year or that the vessel has fished at least 60 days during the calendar year. Gross earnings for fish sales shall be evidenced by State of California, Department of Fish and Game commercial fish receipts of other west coast states. This definition shall be used to identify commercial fishing vessels for priority for coastal-dependent facilities. (LCP 161)

### Specific Waterfront Planning Area Policies and Programs

#### Area 5 - Morro Rock

POLICY LU-64: A precise development plan and EIR for the land and wetland area located in the Coleman-Den Dulk area shown on Figure 9 in the LCP and designation "Morro Rock Precise Develop-

ment Plan Area" shall be prepared by the City for review by the Coastal Commission, Department of Fish and Game, and U.S. Fish and Wildlife prior to allowing further development of the area. The City may request the assistance of the State Coastal Conservancy or another appropriate State agency to help prepare such a plan, and such a development plan is a priority improvement project for public funding. The precise development plan would include, but not be limited to the standards and procedures in the following programs.

Program LU-64.1: The City will determine the commercial fishing and coastal-dependent needs and examine the feasibility of accommodating said needs for major waterfront improvements on the Den Dulk and Coleman Park properties including boat launching ways, moveable ways, wharfsides, hoists and dry dock storage. All such uses shall be low scale and out of the viewshed from the Embarcadero to Morro Rock and the Pacific Ocean. Landside development shall be kept to a minimum and shall not include principal structures.

Program LU-64.2: The City will develop a detailed waterfront improvement plan which provides priority for commercial fishing, boating and other coastal-dependent uses. The location of such uses shall not conflict with the visual resources of Morro Rock. The plan shall include height and bulk restriction standards and maximum public access standards.

Program LU-64.3: The City will develop and implement a plan for on-site dune stabilization; said plan shall receive review and comment by the Department of Fish and Game prior to its implementation.

Program LU-64.4: The City will provide for public parking in an appropriate location outside of viewsheds, and providing for landscaping and park improvements. Adequate setbacks and buffer areas as determined to be necessary by the Department of Fish and Game upon review shall be developed and implemented prior to any development in the area. The public parking area may be developed independently of the other components of the Development Plan so long as the parking is confined to the area historically utilized informally for that purpose and adequate mitigation as suggested is incorporated into the project.

Program LU-64.5: The City will develop a cost-benefit study and funding program for improvements.

Program LU-64.6: The EIR shall include but not be limited to an environmental and biological assessment of the resources contained in this portion of the bay and Morro Rock. The EIR shall include recommended mitigation measures which

shall ensure that any new development is consistent with PRC 30230, 30231, 30233, 30234, 30235, 30256 and 30240 and with all other relevant resource protection policies contained in the Coastal Act.

Program LU-64.7: The City will develop as part of the overall development plan an evaluation for proposed water use, historic water use of commercial fishing and the project's relation to overall water management in Morro Bay. Water consumption shall be consistent with the water management policies included in the LUP. (LCP 162-3)

#### Area 6 - Bayfront

POLICY LU-65: The Embarcadero between Beach Street on the north, Main Street on the east, Olive Street on the south and the waterfront area on the west shall be considered mixed commercial fishing and visitor-serving recreational area. Public access and recreational opportunities shall be maximized along the waterfront consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resources areas from overuse. Public access from the nearest public roadway to the shoreline and along the bayfront shall be provided in new development projects, subject to the limitations set forth in Coastal Act Sections 30210, 30212, 30212.5 and 30214.

POLICY LU-66: As part of the Urban Waterfront Restoration Plan conceptually approved in part by the Coastal Commission, the City shall construct improvements along the Embarcadero consistent with protection and preservation of public trust lands in the following manner at the specified locations, as appropriate funding becomes available.

Program LU-66.1: The City will complete the restoration of the southern T-pier, with use limited to public access/fishing and commercial fishing boats and vessels operated by the City, the U.S. Government and the State of California. Non-commercial fishing boats shall be allowed space during emergencies. South of Beach Street along the bayfront, the City may construct additional boat slips for recreational boating use.

Program LU-66.2: The City will improve the Tidelands Park boat launch ramp and vicinity at the end of the Embarcadero for recreational use. (LCP 164 modified)

Program LU-66.3: The City will provide recreational boat tie-ups along portions of the Tidelands Park revetment as phase two of that project.



Program LU-66.4: The City will provide observation or fishing docks at appropriate street-ends. Day-use floating dock and 50 x 56' deck at the end of Morro Bay Boulevard/ Front Street.

Program LU-66.5: The City will improve public parking and circulation in the Embarcadero area; specifically, acquire parking lot on east side of Embarcadero in the central Embarcadero area, improve publicly-owned property at southerly and northerly sections of Embarcadero as parking facilities.

Program LU-66.6: The City and Improvement District will provide pedestrian seating and conveniences at all street-ends where needed in the Embarcadero area.

Program LU-66.7: The City will provide pocket park and public transportation loading area at the southeast intersection of Front Street and the Embarcadero.

Program LU-66.8: The City will provide other appropriate access-related uses not involving major structures.

Program LU-66.9: The City or Improvement District will improve traffic circulation in the Embarcadero area; specifically, Embarcadero Drive shall be terminated just north of Tidelands Park and Morro Avenue or South Street shall be extended through to Tidelands Park.  
(See Circulation Element)

Prior to implementation of any of the above improvements, the City shall analyze the environmental impacts associated with the projects formulated, and propose suitable mitigation measures for any identified adverse impacts on sensitive habitats and water quality in Morro Bay. If adverse impacts cannot be adequately mitigated, the proposed improvement shall not occur. (LCP 163-4, See also Circulation Element for funding methods)

Program LU-66.10: The State Coastal Conservancy is assisting the City in developing a project design and obtaining implementing funding for the Tidelands Park. The City shall continue to seek improvement of the Tidelands Park with Conservancy guidance and assistance. As funding sources are identified and/or made available, the City shall develop a precise development plan for Tidelands Park which includes the following:

- (a) Development of vehicle access in and out of the Park pursuant to Policy 7.07(i) and as determined by the precise development plan;
- (b) Reconstruction of existing stairway at Olive Street;

- (c) Landscaping and parking lot improvements as specified by the precise development plan;
- (d) Development of waterfront improvements, such as sideties, fishing and observation decks, as specified by the precise development plan;
- (e) Reconstruction of the launch ramp and boat/trailer parking;
- (f) Relocation and reconstruction of the public restroom and fish cleaning station; (LCP 163-5)

#### Area 7 - Central Morro Bay

POLICY LU-67: The City shall designate recreational boating and fishing uses as priority uses for the portion of the planning area west of Main Street and south of the Acacia Street intersection. Existing coastal-dependent uses shall be protected when approving new development. For the area of the City west of Main Street between Acacia and Barlow (ie: those parcels west of Main Street between APN 66-251-01 and 07, inclusively), the following policies shall apply:

Program 67.1: All existing residences and commercial establishments in this area shall be considered conforming; existing commercial use above the bluff shall not be permitted to expand.

Program 67.2: Vehicular accessways and parking lots serving commercial properties below the bluff may be permitted above the bluff.

Program 67.3: The entire area shall be designated with a "P.D." overlay so that CUP's (and public hearings) are required for new development. In approving a CUP for new uses the Planning Commission shall make the following findings:

- (a) That any proposed commercial use is generally serving a water-borne clientele or serving a water-oriented purpose.
- (b) That the proposed commercial use, by its nature or design, will result in minimal noise, glare, odor and traffic impacts on other nearby uses.
- (c) That any new residential development shall be of a density and design which minimizes potential exposure to and would not unreasonably restrict water-oriented commercial activities.

(d) That any new use shall not generate significant traffic/circulation impacts and shall include adequate parking, loading and access (turning and driveway) facilities.

(e) That any new use shall not result in any harmful (eg: toxic waste) discharge into the bay. (LCP 165)

#### Area 9 - Harbor and Navigable Ways

POLICY LU-68: The harbor master plan shall conform to the requirements for location and circulation of commercial fishing and recreational boating vessels consistent with Commercial Fishing and Recreational Boating LCP policies.

Program LU-68.1: The City shall designate the harbor entrance, the harbor area and the navigable ways to and including the Midway Marina as harbor and navigable ways land use. The City shall find allowable uses consistent with Section 30233 of the Coastal Act and with wetland preservation policies contained in the LUP. Development shall not cause further degradation of the Morro Bay estuarine and wetland habitat. Midway Marina shall not be expanded beyond its existing boundaries nor shall the amount of open water area within the marina configuration be expanded. Land areas on the north and east borders of the marina shall be reserved for coastal-dependent support facilities which shall not be located within 100 feet of existing wetland habitat.

Program LU-68.2: The City shall work with the County of San Luis Obispo, the U.S. Army Corps of Engineers, and all other interested agencies in order to insure that the existing channel between the Midway Marina and the main channel of Morro Bay is marked and remains open, and is maintained in a condition allowing free passage of recreational boats. The width and depth of the channel shall be as provided in the Harbor Master Plan. The maintenance of the channels shall include mitigation measures to prevent potential damage to benthic organisms including mollusks and eelgrass beds. (LCP 165-6)

Program LU-68.3: As a condition to approval of any permit for development within the Midway Marina, the City shall require that the State Department of Parks and Recreation include the Midway Marina in its Morro Bay State Park Master Plan. The Marina shall be designated for coastal-dependent and coastal-related uses limited to recreational boat dockage and support services. (LCP 166)

Program LU-68.4: The City shall request the U.S. Army Corps of Engineers to fund and/or construct the necessary repairs of the rock revetment required prior to Tidelands Park waterfront improvements. (LCP 166)



Program LU-68.5: Consistent with the Coastal Commission conceptual approval of the Urban Waterfront Restoration Plan, the City shall reconstruct the South Embarcadero T-Pier for commercial fishing operations and recreational fishing from the pier. (LCP 166)

Program LU-68.6: Approximately 50 feet north of the existing Beach Street Docks (and south of the South City T-Pier), the City may construct a floating dock consistent with Coastal Development Permit No. 427-33. (LCP 166)

Program LU-68.7: In conjunction with the provisions of LCP Policy 7.06, the City shall request from the State Coastal Conservancy or other appropriate state agency the funds to provide commercial fishing dockage and other harbor-related improvements as defined in the precise development plan for the Den Dulk-Coleman properties. An environmental and economic feasibility analysis will be required prior to Coastal Conservancy funding. (LCP 166)

Program LU-68.8: The City shall request the U.S. Army Corps of Engineers to repair the Coleman Drive rock revetment consistent with the recommendations of the precise development plan under Policy 7.06. (LCP 166)

Program LU-68.9: Prior to allowing any further development in the designated Morro Bay Harbor and Navigable ways portions of the City, the City shall either prepare a wetlands/estuarine map, if funding permits, or adopt the National Wetland Inventory by U.S. Fish and Wildlife Service dated 1979 as mapping illustration of the wetland areas contained within City boundaries. Development proposed adjacent to defined wetland areas shall be subject to policy standards for development. (LCP 159)

Program LU-68.10: Prior to approving new developments within the bay or harbor, findings shall be made which demonstrate that as approved, the new development does not cause adverse impacts on the sensitive habitat ports of the Bay, and that adequate public services exist to support the proposed use. It must be found that new development is consistent with policies contained in the LUP and Chapter 3 Coastal Act policies. The following standards at a minimum shall be applied in project review:

- (1) New development shall not encroach within any defined wetland or estuarine areas as mapped by U.S. Fish and Wildlife, nor shall it encroach within the protective buffer zones of these areas.

- (2) Prior to City hearings or action, Development Plans or applications shall be submitted for review and comment by U.S. Fish and Wildlife and the California Department of Fish and Game. (LCP 160)
- (3) New development shall contain adequate safety and navigational standards to ensure compatibility with existing uses within the bay and harbor areas.(LCP 161)
- (4) New development is allocated sufficient public services (water, sewer and roads) in accordance with the water priority allocation system established in LCP Policy 3.02. (LCP 161)

Program LU-68.11: If the City develops and adopts a revised Harbor Development Plan, it shall include the following standards for review:

- (1) provision of mapped wetlands and estuarine portions of the bay (as set forth through implementation of new policy on adopting U.S. Fish and Wildlife Map);
- (2) identification of land water uses;
- (3) quantitative and qualitative biological inventories, identification of the impacts of land and water development on habitat areas and the marine environment, a delineation of existing water quality, and methods to minimize and mitigate any substantial adverse impacts on areas of the bay defined as sensitive habitat and corresponding buffer zones;
- (4) inclusion of all LUP harbor development policies;
- (5) provision for adequate public hearings and public participation in harbor planning and development decisions;

If such a revised Harbor Development Plan is adopted, it shall contain information in sufficient detail to allow the Coastal Commission to determine its adequacy, conformity and consistency with the applicable policies of the Coastal Act. Upon Coastal Commission certification, the Harbor Development Plan may be incorporated in the Morro Bay Local Coastal Program. (LCP 159- 160)

## 11. MIXED USE AND OVERLAY DESIGNATIONS

POLICY LU-69 Mixed Use Area A1: Vacant lots or major redevelopments (involving new structures or additions of more than 50 percent of the total floor area to existing structures or 2,000 square feet, whichever is greater) shall have priority for visitor-serving uses. Existing uses shall be allowed to remain excepting the above redevelopment requirement. In Mixed Use Area

A, the primary permitted use is visitor-serving recreational/commercial. The secondary permitted use is residential, however, the number of individual residential and office units or office space floor area within Mixed Use Area A, shall at no time exceed the amount existing at the time of the certification of the LUP.

POLICY LU-70 Mixed Use Area A2: Existing coastal-dependent and coastal-related uses shall be protected, maintained and provided where feasible in new development. Mixed Harbor Uses shall be for recreational boating and fishing rather than commercial fishing. Visitor-serving commercial/recreational shall have priority over other land uses consistent with traffic, circulation and parking constraints in the Embarcadero. The existing number of residential units located in Mixed Use Area B shall be permitted to remain.

POLICY LU-71 Mixed Use Area B: Lower cost visitor-serving uses shall be protected, encouraged, and where feasible provided in this area. Existing lower cost uses shall be protected and maintained; vacant parcels suitable in size and location shall be designated for such use.

In Mixed Use Areas A, B and C, additional general commercial, general office, professional office and non-priority use commercial development shall be prohibited.

POLICY LU-72 Mixed Use Area C: These areas serve as transitions between the downtown and adjacent established residential neighborhoods. Allowable uses shall be high-density residential, offices and visitor-serving commercial uses such as hotels or motels.

POLICY LU-73 Mixed Use Area D: Professional offices and public/quasi-public uses shall be encouraged in this area. For that area designated as Mixed Use Area E located along Main Street and north of Surf Street, residential, office uses and a limited range of commercial uses related to offices may be permitted. Prior to approving new development on this site, a concept plan for the entire area shall be submitted to and approved by the City. This concept plan shall include a common access/circulation system which minimizes the number of driveways with direct access to Main Street.

POLICY LU-74 Mixed Use Area E: A mixture of all uses as appropriate shall be encouraged. An evaluation of appropriate uses on a parcel-by-parcel basis will be conducted during the implementation phase. (LCP 25-28)

POLICY LU-75 Mixed Use Area F: This area is suitable for expansion of visitor-serving and general commercial uses. There are several existing residences here, as well. The existing character of this area makes it suitable for mixed uses: high density residential with general or visitor-serving commercial.



Existing residential projects shall be considered conforming. New residential development may be permitted only in conjunction with commercial or office development. At least 50 percent of the floor area of any new development must be devoted to office or commercial uses.

POLICY LU-76 Mixed Use Area G: Mixed Use Area G is currently owned by the Keyoto-Natalie Corporation, formally known and sometimes referred to herein as the VRM is a large vacant area of approximately 84 acres. The intent of the mixed use designation on this large vacant property is to provide for a range of land use opportunities emphasizing coastal dependent, recreational, and limited, low intensity residential uses, consistent with the priorities of the Coastal Act. These uses include Environmentally Sensitive Habitat, Coastal Resource Residential, Golf Course, and Mariculture and Marine Research. A related objective is to ensure the restoration and long term protection of environmentally sensitive habitat areas found within the area, and to retain the traditional public views of the sand dunes, shoreline and ocean from Highway One. Future development proposals for the area will be considered based upon coordinated and integrated plans that are found to be consistent with all applicable provisions of the City's Local Coastal Program and with the Coastal Act and California Environmental Quality Act. Future development plans for this area shall be consistent with the policies set forth below. (LCP 28)

Development within Mixed Use Area G.:

1. Land Uses Permitted: The following kinds of land uses may be permitted or conditionally permitted at locations within Mixed Use Area G as designated on Figure 5A, and as shown on the Land Use Plan and zoning maps.

a. Environmentally Sensitive Habitat (ESH). Portions of Mixed Use Area G designated as ESH, generally the sand dunes, shall be limited to uses consistent with existing LUP policies and Morro Bay Municipal Code, Chapter 17.42. No residential density credit accrues from this area.

b. Coastal Resource Residential. Portions of the area, generally adjacent to the Atascadero Beach Tract. on the north, Morro Bay High School on the south, and outside the public view corridor designated by Figure 332, may be used for single family detached residences with minimum lot areas of 6,000 square feet and consistent with Chapter 16 of the Municipal Code. Density credit derived from the overall area designated as Coastal Resource (Limited Density) Residential on the Land Use Plan Map with a base density of up to 2 units per acre, may be transferred to the areas outside of the public viewshed, and residences may be developed at higher densities within those areas, subject to the minimum lot sizes set forth above.

c. Golf Course. A golf course may be located within any portion of Mixed Use Area G except for the ESH area, and may be developed in combination with other uses, or as the only use. Golf club, pro-shops, and other facilities involving permanent structures shall be located outside the public view corridor. Parking for a golf course may be located within the public view corridor so long as it is adequately screened by landscaping. Passive recreational uses are also encouraged within this area.

d. Mariculture and Marine Research. Mariculture and marine research facilities may be located in the southern one-third of Mixed Use Area G and outside the public view corridor designated in Figure 32, and as provided in the Mariculture and Marine Research land use and zoning designations. Mariculture grow-out tanks and raceways not exceeding 4 feet in height above grade pursuant to Morro Bay Municipal Code Section 17.12.310 (B) and as hereafter amended may be located in other portions of the southerly one-third within the view corridor, but may not be located in those areas designated as ESH area.

## 2. Development Limitations and General Performance Standards

Detailed policies and performance standards affecting development within Mixed Use Area G are contained in various sections of the Land Use Plan and zoning ordinance and must be complied with in any development proposal. Basic policies and standards include but are not limited to:

a. All uses shall be conditional uses subject to use permit procedures of the base zoning district and the Planned Development suffix zone.

b. Structures shall be limited to a single story in height and shall not exceed 14 feet above grade pursuant to Morro Bay Municipal Code Section 17.12.310 (B) and as hereafter amended.

c. All permanent structures in excess of 4 feet in height above grade pursuant to Morro Bay Municipal Code Section 17.12.310 (B) and as hereafter amended shall be limited to the area outside the public view corridor shown in Figure 32. The only exception shall be a small public restroom associated with recreational uses.

d. All development shall conform to City and federal flood control regulations.

e. Subdivision shall be phased to ensure the orderly provision of public services in compliance with City regulations and Coastal Act priorities. The northerly portion of the property shall be subdivided first, and not

less than 75% of the residential lots created shall have homes completed upon them prior to City approval of any final residential subdivision map on the southerly portion of the property.

However, the southern portion of the site may be developed with a mariculture use regardless of the timing or level of subdivision or development of the northern area.

Notwithstanding the above, subdivision of the southern portion of the property shall be permitted if at least five years have passed since the northern area has been subdivided and at least 25% of the lots have been sold to individuals in an undeveloped state.

f. Permanent structures associated with mariculture and marine research uses should be clustered at the south end of the property as far back as practical from the public view corridors. Rustic architecture should be used and landscaping should be provided to screen buildings, service and parking areas. More than one tenant may occupy the site, and development of a small research and educational complex is encouraged. Mariculture activities shall be limited to research, hatchery, and grow out; processing of mariculture products such as cleaning, shelling, canning or packaging is expressly prohibited.

g. Restoration and establishment of a permanent management program for the ESH area shall be required as a condition of development within the area.

h. Lateral accessways shall be provided according to the location of historically used portions of the site and projected future use by residents, and shall include the provision of continuous lateral access across the site. Lateral public access through the area shall be provided as a condition of development approval. Excessive vertical access to the shoreline is discouraged due to the presence of nesting Snowy plovers on the beach and within the dunes. A public bike path in accordance with Circulation Element of the General Plan shall be provided as a condition of development approval.

i. Development proposals within Mixed Use Area G may require a greater level of public access to Highway One than is now available via San Jacinto Street. The City shall consider available via San Jacinto Street. The City shall consider approval of proposals that require a greater level of access, only if the necessary land can be acquired by the developer without financial cost or legal action by the City.



j. The suitability of locating or the need to site a future City fire station within the northeast part of Mixed Use Area G should be considered by the City during the review of applications for development of this area. (LCP 29)

**FIGURE LU-17**

MIXED USE AREAS

1 KEY

2

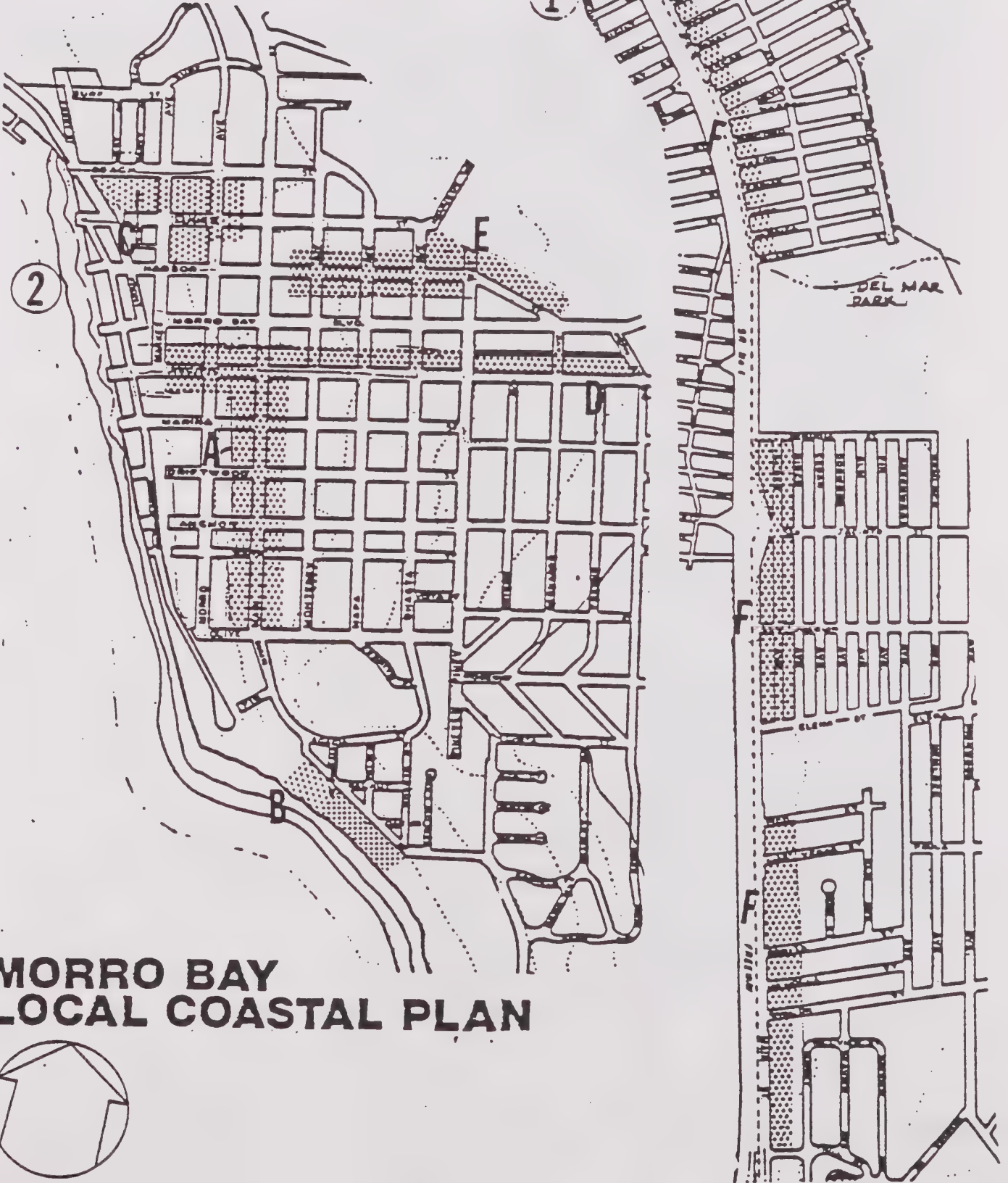
MORRO BAY  
LOCAL COASTAL PLAN

1

2

DEL MAR  
PARK

**MORRO BAY  
LOCAL COASTAL PLAN**



# MORRO BAY LAND USE MAP

Southeast Morro Bay Area

FIGURE LU-16



(Refer to Southwest and North Morro Bay Area Map)

NOTE  
THE 40 FOOT CONTOURS INDICATED HEREIN  
WERE TRACED FROM ELEVATION DATA OF ADJACENT  
COASTS OF U.S.S. COASTAL SURVEY, 1960. SAN JUAN  
COAST & CHANNEL MAP NO. 1, SCALE 1:50,000.  
PHOTOGRAPHICALLY MAPPED FROM AERIAL PHOTOGRAPHY  
TAKEN 1960.

Sphere of Influence LAFCO



## 12. PUBLIC FACILITIES

OBJECTIVE: Maintain the level of service of public facilities in a manner consistent with the expectations that have resulted from past levels of service. Efforts should continue to strive towards improving public facilities, but such should occur with careful recognition of the range of costs supportable by the community. (LUE 55)

POLICY LU-77: The concept of centralization should be utilized in future development of public buildings and facilities. (LUE 55)

Program LU-77.1: The location of public facilities should be such that the activities they generate can serve to the advantage of other aspects of the community. (LUE 55)

Program LU-77.2: The improvements in public facilities should overall community image. (LUE 55)

Program LU-77.3: Public facilities brought about by new development should be carefully evaluated so that the impact of such expansion would have on existing levels of service is well understood. (LUE 55)

Program LU-77.4: It should be the practice of the City to give highest priority to those public facility programs that would solve existing problems and overcome existing deficiencies in the public facilities system. (LUE 55)

POLICY LU-78: In any system the City of Morro Bay uses for water allocation, the City shall insure the following uses receive priority for available water and wastewater treatment facilities:

- Commercial Fishing and Agriculture
- Coastal-Dependent Land Uses
- Coastal-Related Land Uses
- Essential Public Services and Basic Industries
- Public Recreation
- Commercial Recreation
- Visitor-Serving Land Uses
- Residential and Other Commercial and Industrial Land Uses

Residential land uses shall be allocated water based on the following order of varying residential parcels:

- (1) presently subdivided parcels within existing developed areas
- (2) presently subdivided parcels contiguous to developed areas or unsubdivided parcels within existing developed areas
- (3) unsubdivided parcels contiguous to developed areas
- (4) unsubdivided parcels isolated from either presently developed or subdivided areas (LCP 95)

The above noted priority list has been employed in the water allocation regulations contained in Coastal Permit No. 4-81-309, as amended. This policy shall not be construed to preclude projects, for which water has been credited through conservation measures (such as retrofit of existing facilities with water-saving fixtures), from being approved, provided that the regulations and procedures contained in Coastal Permit No. 41-81-309, as amended, are complied with. (LCP 95)

Program LU-78.1: The City of Morro Bay shall approve future growth in conjunction with water and sewage treatment availability. Development shall be approved for actual construction and/or implementation only if the City finds that sewer and water services are available to serve the proposed use. The City shall allocate water and sewer services to development within the Coastal Zone based on Coastal Development No. 4-81-309, as amended and approved by the Coastal Commission. The amount of water and sewer services to be allocated to new development shall be limited to the amounts of recovered water due to the water pipe replacement program, and/or to other conservation measures (eg: retrofit of existing facilities with water-saving fixtures) approved in Permit No. 4-81-309; as amended; except that additional wastewater treatment service may be provided based on plant capacity. If the City develops additional sources of water and/or improves its water management so that additional water is demonstrably recovered, the City may submit a revised water allocation program as a subsequent amendment for Coastal Commission review and approval. Until a water management program which provides additional water for allocation is approved and amended into the LUP, the allocation findings and exhibits adopted by the Coastal Commission for Permit Recovery Allocation Model and percentage allocation system", as well as the provision for distributing water conserved through measures such as the retrofit of existing facilities with water saving fixtures. (LCP 94)

Methods of obtaining additional water resources shall ensure protection of the biological productivity of coastal waters. Accordingly, extractions of water from groundwater basins

shall not exceed Basin Safe Yield except under a conjunctive use program. Determinations of Basin Safe Yield shall ensure that groundwater extractions, stream diversions, etc. do not exceed a magnitude when the biological productivity of coastal waters is adversely affected. (LCP 94)

Program LU-78.2: The City of Morro Bay shall adopt a five-year Capital Improvement Program which specifies maintenance, improvements, and extensions of water and sanitary sewer facilities, including recommendations of the Water Management Plan. (LCP 96)

### Water-Related Policies and Programs

POLICY LU-79: The City may develop a specific, comprehensive, long-range water plan which will implement water management policies that will provide water service consistent with sound resource planning. New water and sewer services to previously unsubdivided areas shall not be approved until a Water Management Plan has been developed, adopted, and submitted for Coastal Commission review and approval as a subsequent amendment to the LUP. (LCP 95)

POLICY LU-80: In addition to utilization of groundwater storage during drought periods, the City of Morro Bay shall develop additional sources of water from some of these potential sources as a part of a water management plan:

Program LU-80.1: The City should implement the proposed wastewater reclamation program to provide an additional 770 acre-feet per year of water supply for agricultural and golf course purposes, thereby relieving the groundwater basin of this demand. Although not presently contemplated, the reclamation program could be expanded to provide additional quantities of reclaimed wastewater. (LCP89)

Program LU-80.2: The City should provide recharge facilities to collect storm water which normally flows out to sea, for recharge to groundwater basin. Such recharge programs would allow storage of additional quantities of water in the groundwater basin each year. (LCP 89)

Program LU-80.3: The Preliminary Water Management Plan must include wastewater reclamation, recharge of storm water and excess surface water, a planned operational scheme for pumping existing wells, abandonment of Well Nos. 1 and 2, location of additional wells inland and continued study and data collection. (LCP 79)



Program LU-80.4: Chapter 3 Coastal Act Policies shall be the basis for reviewing the adequacy of any Water Management Plan. A Water Management Plan shall ensure at a minimum, the following:

1. An adequate water supply for coastal-dependent activities such as commercial fishing, oyster farming, fish and shellfish processing, recreational boating and fishing and industrial energy development.
2. Continued protection of the Morro Bay wetland areas with assurances that the wetlands shall continue to be seasonally flushed of accumulated salts from sediments. (LCP 95)
3. An adequate groundsurface water supply to protect the biological productivity of coastal waters including riparian stream corridors upon which the anadromous fishery depends for viability.
4. Sufficient water for agricultural operations in the Morro and Chorro Valleys.

Once a Water Management Plan has been incorporated into the LUP, the approved elements of the plan shall be implemented with each project approval accompanied by findings that the resources listed above have been protected consistent with Chapter 3 policies contained in the Coastal Act. Upon implementation of the Water Management Plan, new subdivisions in previously undeveloped areas may be permitted. (LCP 96)

Program LU-80.5: The areas critical to the percolation of water into the groundwater basins should be determined and preserved in an open space form. (OS 95)

#### Wastewater-Related Policies and Programs

POLICY LU-81: The City shall endeavor to implement its Wastewater Treatment Program. (OS 86)

Program LU-81.1: The City will continue a program of providing wastewater treatment facilities to accommodate the build-out population of 12,195, determined to be the build-out figure in Coastal Development Permit No. 406-01, which permitted further expansion of the wastewater treatment facilities to 2.4 mgd. (LCP 96)

### 13. ARCHAEOLOGICAL RESOURCES

OBJECTIVE: To protect archaeological resources to the extent feasible. (New)

POLICY LU-82: Where necessary, significant archaeological and historic resources shall be preserved to the greatest extent possible both on public and privately held lands. (LCP 100)

Program LU-82.1: The City shall establish and maintain an inventory of archaeological site records. A sensitivity map shall be developed based on available information on file with the California Archaeological Site Survey Office. This information shall be treated as confidential to protect the archaeological resources. Until the mapping has been completed, an archaeological reconnaissance performed by a qualified archaeologist and/or a review of record sites shall be required of all projects applying for a coastal permit.

Program LU-82.2: An archaeological reconnaissance performed by a qualified archaeologist shall be required as part of the permit review process for projects with areas identified as having potential archaeological sites. An archaeological reconnaissance will be required for all projects requiring an Environmental Impact Report under CEQA.

Program LU-82.3: Where archaeological resources are found as a result of a preliminary site survey before construction, the City shall require a mitigation plan to protect the site.

Program LU-82.4: Where archaeological resources are discovered during construction of new development, or through other non-permit activities (such as repair and maintenance of public works projects) all activities shall cease until a qualified archaeologist knowledgeable in Chumash culture can determine the significance of the resource and designate alternative mitigation measures. Development that impacts archaeological resources shall be required to mitigate impacts in one of the following manners:

- a. Removal of artifacts
- b. Dedication of impacted area as permanent open space
- c. Coverage of archaeological site by at least 24 inches of sterile sand. (LCP 100)

Program LU-82.5: Any archaeological sites of state-wide significance shall be nominated for inclusion in the Registry of California Historic Landmarks. Those of national significance shall be nominated for inclusion in the National Registry of Historic Place and the National Historic Landmark Program. (LCP 101)

Program LU-82.6: All available measures, including purchases, tax relief, purchase of development rights, etc. shall be explored to avoid development on significant archaeological sites. Where sites containing significant

archaeological resources are already in public ownership including ownership of the City, the City shall encourage the retention of the site in public ownership and the protection of the archaeological resources. The transfer of City-owned properties containing significant archaeological resources shall be accompanied by a deed restriction containing provisions protecting the archaeological resources on the site. (LCP 101)

Program LU-82.7: Activities other than development which could damage or destroy archaeological resources including, but not limited to, off-road vehicle activity and unauthorized collecting of artifacts, shall be prohibited unless specifically permitted by the permit issuing agency with provisions for adequately protect ing any archaeological resources. (LCP 101)

#### 14. CONSERVATION

OBJECTIVE: To protect and maintain the natural resources of the area for their obvious importance to the community and their significance to the natural processes of which they support and are a part. (OS 95)

POLICY LU-83: Soil erosion should be kept at the absolute minimum possible through the practice of proper land custodianship. (New, See also Agriculture Section)

Program LU-83.1: All street rights-of-way should be required to have a non-erodible surface with curbs and gutters or landscaped parkways. (LUE 50)

Program LU-83.2: Any development other than single family residential land uses should be required to have sand trap drainage devices if specific engineering studies warrant such. (LUE 50)

Program LU-83.3: All open spaces within developed areas should be planted with ground cover plant material. (LUE 50)

Program LU-83.4: All parking areas should include landscaped planter areas equivalent to at least ten percent of their area. (LUE 50)

Program LU-83.5: The City should provide information regarding the importance of landscaping and offer advice regarding installation, maintenance and suggested low cost, low maintenance plant materials. Such a program should be aimed at residents with hillside properties. (OS 88)

POLICY LU-77: The City will encourage conservation of its water resources. (New)



Program LU-77.1: Water-saving devices shall be required in new developments. These devices may include, but are not limited to, the following:

- (1) faucets with faucet aerators to help reduce the flow of water to 2 gallons per minute, or less;
- (2) water restrictions on shower heads to restrict water to 3 gallons per minute, or less;
- (3) water conservation toilets to restrict each flush to 3 gallons or less.

Efforts to conserve or reduce water consumption through the implementation of water-saving techniques shall be recognized by the City when determining priority of water use allotments. (LCP 96)

Program LU-84.2: The City should encourage the use of landscape plant materials that have low water needs and initiate investigations of appropriate decorative native plant materials for urban use. (OS 86) (Methods of water conservation are contained in the Conservation Section.)

POLICY LU-85: Local civic organizations should be encouraged to become involved in local conservation programs such as clean-up projects, recycling projects, and landscaping projects. Encourage local businesses to coordinate sales on their merchandise with efforts of the public and their involvement in conservation projects. (OS 88)

POLICY LU-86: The City should assist the schools in their studies and activities related to conservation. (OS 88)

POLICY LU-87: The City should initiate programs which will reduce energy consumption. (New)

Program LU-87.1: The City should evaluate proposed Building Code changes for their environmental implications. (OS 89)

Program LU-87-2: A standard should be developed that would require insulation of all structures that include temperature control equipment. (OS 89)

Program LU-87.3: The City should endeavor to maintain City vehicles that reduce fuel consumption and are equipped with adequate air pollution features. (OS 89)

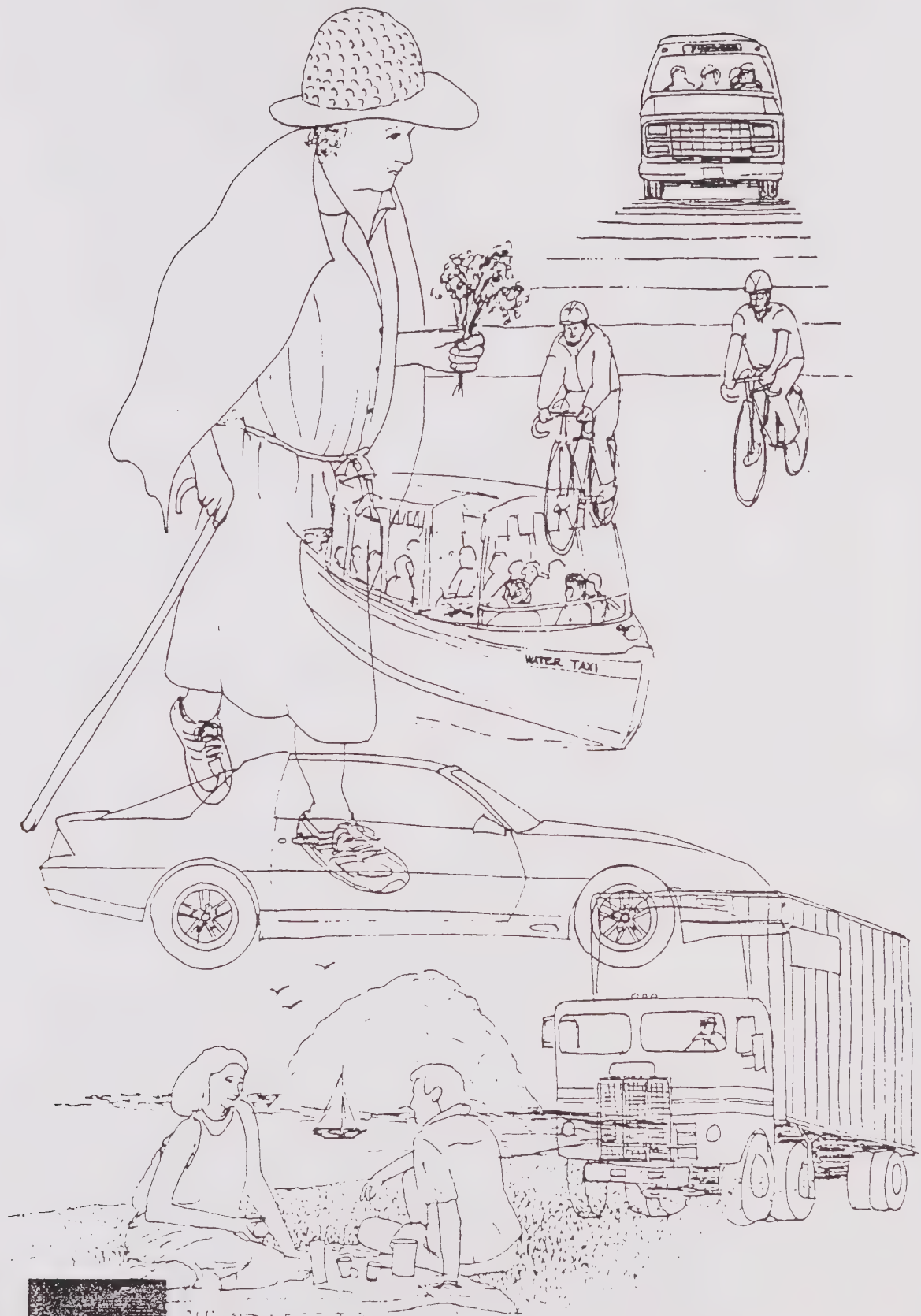
Program LU-87.4: The City's transportation system should emphasize modes of travel which are efficient such as transit, bicycles and walking. (New)







# City of Morro Bay



CIRCULATION ELEMENT





# TABLE OF CONTENTS

	<u>Page</u>
A. AUTHORITY AND PURPOSE.....	1
B. EXISTING CONDITIONS.....	4
1. PEDESTRIAN CIRCULATION..	4
a. ISSUES.....	4
1. No Sidewalks.....	5
2. Discontinuous Sidewalks .....	5
3. Narrow Sidewalks.....	6
4. Integral vs. Separated Sidewalks.....	8
5. Handicap Access.....	8
6. Lateral Accessway Along the Embarcadero.....	9
7. Walkways to North Morro Bay and High School...	9
8. Crosswalk Identification.....	12
9. Access Across Highway 1.....	14
10. Pedestrian Access Within Development.....	14
11. Lack of Amenities and Landscaping.....	17
12. Highest Priorities.....	22
2. BICYCLE TRANSPORTATION.....	23
a. EXISTING CONDITIONS .....	23
b. ISSUES.....	24
3. VEHICLE TRANSPORTATION AND STREETS MASTER PLAN....	31
a. EXISTING CONDITIONS.....	31
1. Street Network.....	31
2. Traffic Volumes.....	34
3. Traffic Generators.....	39
b. ISSUES.....	41
1. Street Capacities.....	41
2. Traffic Accidents.....	42
3. Traffic Operations.....	48
4. Truck Routes.....	54
5. Aesthetics.....	57
c. STREET SYSTEM DESIGN CRITERIA SUMMARY.....	61
4. PARKING.....	65
a. EXISTING CONDITIONS.....	65
1. General.....	65
2. Downtown.....	65
3. The Embarcadero.....	69
b. ISSUES.....	72
1. General .....	72
a. Inadequate Off-Street Parking.....	72
b. Lack of Full Parking Improvements.....	78
c. Conflicts Created by On-Street Parking.....	78
d. Poor Parking Configuration.....	79
e. Lack of Handicap Parking.....	80
f. Poor Appearance.....	81
2. Specific Parking Problems in the Downtown.....	82
3. Specific Parking Problems in the Embarcadero..	85
c. PARKING DESIGN CRITERIA SUMMARY.....	91



	<u>Page</u>
5. TRANSIT SYSTEMS.....	93
a. EXISTING CONDITIONS.....	93
b. ISSUES.....	97
1. Cost and Efficiency of Dial-A-Ride Operations..	98
2. Public Awareness and Ridership.....	99
3. Provision of Pick-Up Points and Other System Alternatives.....	99
4. Interconnecting Services.....	100
5. Community Transit Stops.....	101
6. HARBOR.....	104
a. EXISTING CONDITIONS.....	104
b. ISSUES.....	109
7. PIPELINES AND UTILITY TRANSMISSION LINES.....	110
a. EXISTING CONDITIONS.....	110
1. Water Distribution.....	110
2. Wastewater Collection.....	111
3. Oil and Gas Pipelines.....	111
4. Utility Transmission and Communication Lines...	112
b. ISSUES.....	112
1. Water Distribution System.....	112
2. Sewage Collection System.....	113
3. Oil and Gas Pipelines.....	113
4. Utility Transmission and Communication Lines..	115

## **OBJECTIVES, POLICIES AND PROGRAMS**

1. PEDESTRIAN CIRCULATION	
Objectives, Policies and Programs.....	116
2. BICYCLE	
Objectives, Policies and Programs.....	122
3. VEHICLE TRANSPORTATION AND STREETS MASTER PLAN....	
Objectives, Policies and Programs.....	125
4. PARKING	
Objectives, Policies and Programs.....	131
5. TRANSIT SYSTEMS	
Objectives, Policies and Programs.....	136
6. HARBOR	
PROBLEMS AND ISSUES.....	139
7. PIPELINES AND UTILITY TRANSMISSION LINES	
OBJECTIVES, POLICIES AND PROGRAMS.....	140





## LIST OF FIGURES

### Figure

	<u>Page</u>
1 Cross-Section of Embarcadero.....	7
2 Proposed Trail and Walkway System .....	11
3 Harbor Area Pedestrian Access.....	13
4 Example of Sidewalk Extensions.....	14
5 Landscaped Plaza Example.....	16
6 Street Furniture Examples.....	18
6b Street Furniture Examples.....	19
6c Tree Details and Paving Examples.....	20
7 Example of Covered Walkway.....	21
8 Current and Future Potential Bicycling Destination Points.....	26
9 Typical Cross-Section of Class 1 Bike Path.....	27
10 Typical Cross-Section of Class 2 Bike Lane.....	28
11 Bikeway Plan.....	29
12 Existing Street System.....	33
13 Traffic Volumes on Main Street South of Highway 1.	34
14 Average Daily Traffic Volumes on Highway 1.....	34
15 Average Daily Traffic Volumes on Highway 41.....	35
16 Selected Traffic Volumes (City-wide).....	36
17 Selected Traffic Volumes for Downtown Area.....	37
18 Major Traffic Generators.....	40
19 Locations of Repeated Accidents and Bicycle/Pedestrian Accidents, 1982-1984.....	47
20 Selected Problem Areas.....	50
21 Recommended Truck Routes.....	56
22 Local and Collector Street Cross-Section.....	58
23 Arterial Street Cross-Section.....	59
24 Alternative Turn-Arounds for Cul-de-sacs.....	60
25 Hillside Street Example.....	61
26 Alternatives for Local Streets having Double Frontage Lots.....	62
27 Street System Master Plan.....	63
28 Existing Downtown Off-street Parking Distribution.	68
29 Existing Embarcadero Off-street Parking Distribution.....	70
30 Conceptual Schematic Parking Recommendations for Downtown Area.....	83
31 Future Parking Potential in Downtown Area.....	84
32 Future Parking Potential in the Embarcadero Area.	88
33 Parking Alternative, Embarcadero Blocks #7 and #8.....	89
34 Sample Parking Layouts.....	92
35 Example of Covered Bus Bench.....	103
36 Navigational Channels and Mooring Areas.....	106





## APPENDICES

APPENDIX A - Recommended Major Street Improvement Projects.....	A-1
APPENDIX B - Implementation and Financing.....'	B-1



### III. CIRCULATION ELEMENT

#### A. AUTHORITY AND PURPOSE

Accessibility is a major factor in the vitality of Morro Bay. A safe and efficient circulation system is essential if the City is going to prosper and function properly. The purpose of this Circulation Element is to encourage the best practical circulation system.

The Circulation Element was prepared pursuant to California's General Plan Guidelines. The Guidelines specify that the Circulation Element should:

- \* Coordinate the transportation and circulation system with planned land uses;
- \* Promote the efficient transport of goods and the safe and effective movement of all segments of the population;
- \* Make efficient use of existing transportation facilities; and,
- \* Protect environmental quality and promote the wise and equitable use of economic and natural resources.

This plan discusses all forms of circulation. It deals with the attributes and problems associated with automobiles, trucks, buses, bicycles, and walking. It addresses harbor circulation, pipelines and utility transmission lines. It also plans for the provision of parking facilities. Solutions to the various problems which are identified in the plan are provided in the form of City policies and programs. The City will strive to attain these programs within its physical, financial, and legal abilities.

The Circulation Element, one of seven mandatory elements of the General Plan, meets the requirements of California Government Code Section 65302(b) which directs all cities and counties to prepare:

circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.



## LIST OF TABLES

Table		Page
1	Repeat Accident Locations.....	45
2	Pedestrian and Bicycle Accidents, 1982-1984....	46
3	Major Street Improvement Priorities.....	64
4	Existing Downtown Parking.....	67
5	Existing Embarcadero Parking.....	69
6	Representative Peak Parking Demand Factors.....	74
7	Representative Hourly Accumulation by Percentage of Peak Hour .....	75
8	Parking Priorities.....	93
9	Existing Morro Bay Transit Services.....	94
10	Ridership Statistics, 1978-1985.....	96
11	Summary of Slips and Mooring, 1982 Morro Bay Harbor.....	108
12	Mooring Survey.....	109

This document includes some of the applicable Local Coastal Program, Land Use Plan (referred to as Local Coastal Plan or LCP) policies adopted by the City and certified by the State Coastal Commission. Any policy or program in this document which is excerpted from the LCP may only be modified with the approval of the Coastal Commission.

The Circulation Element is a long-range plan. As circumstances change, the plan should be updated. The City will conduct a general assessment of the adequacy and effectiveness of the plan on a yearly basis. A major review of the plan should be conducted every five years to assure that circulation needs will continue to be met.

Appendix "A" contains a list of recommended major street improvements. Many of these projects are complicated. It is not the intent of this plan to specify the precise engineering necessary to accomplish each of the projects listed but rather to give general direction. In addition, Appendix "B" contains a list of possible financing mechanisms which could be used to help implement the Circulation Element programs.

#### MAJOR CIRCULATION GOALS:

In 1975, the City sponsored a Citizen Policy Conference which was conducted for the purpose of identifying community goals and concerns for the future. Many of the conclusions reached by that citizen forum continue to be valid. The following list of general goals is derived from the goals those suggested by the Citizen Policy Conference:

1. Future planning for the Embarcadero should carefully examine the separation of the automobile from the pedestrian and bicyclist. Such examination should actually investigate the physical and economic feasibility of prohibiting the automobile from certain sections of this vital area and providing wider pedestrian walkways and bikeways.
2. Upgrading and improvement of Highway #1 shall encompass unification of the eastern and western portions of the community by providing better access connections across the highway.
3. Downtown Morro Bay must be enhanced with emphasis placed upon the following subject:  
  
--Additional improved off-street parking should be provided through utilization of the many methods available for its acquisition and development.
4. Energetic efforts must be made to provide the community with low cost transportation.

5. A central, urban design theme should be established for circulation improvements which will, through its practice, have a strong unifying, visual effect upon the harbor, Embarcadero, Downtown and other shopping areas.
6. Commercial areas throughout the city should be improved with convenient and functional parking and an efficient circulation system.
7. The City should continue to pursue the placement of utilities underground in all future development or redevelopments, as well as in other existing parts of the community.

The intent of this Circulation Element is to implement these goals as well as meet the general requirements established by the State of California. These goals will be met if the objectives, policies and programs established by this Plan are implemented in a timely manner.



## B. EXISTING CONDITIONS AND ISSUES

### 1. PEDESTRIAN CIRCULATION

#### a. Existing Conditions

Morro Bay's scenic beauty and mild climate make walking very enjoyable most of the time. Walking is the most rudimentary form of circulation. All other forms of transportation rely on walking at both the origin and destination as the method to get to the vehicle from the point of origin and from the vehicle to the destination. Walkways should be designed to make this journey safe and pleasurable.

Walking provides the most economical, convenient and maneuverable means of movement. Walking has decreased with the availability of the automobile. It is also decreasing because the environment is not always planned for walking. Morro Bay's circulation system has been designed primarily to accommodate the automobile at times to the exclusion of the pedestrian. For example, while portions of Morro Bay Boulevard have very wide sidewalks, other parts of the City have either narrow sidewalks or none at all. The frequently crowded Embarcadero has sidewalks as narrow as four feet. (Most older residential neighborhoods have no sidewalks. However, most streets within low-density residential areas have little vehicular traffic and sidewalks probably are not necessary there.)

Age is another factor which affects the amount and length of walking trips. Almost one-fourth of the population, 23.6%, are 65 years of age or older (1980 Census). The elderly generally have more time to walk than young adults although they may walk slower and they may find the steep hillside streets in Morro Bay difficult to negotiate. It is probable that many of the elderly chose to retire in Morro Bay because of its attractiveness for walkers.

The Parks and Recreation Facilities Plan projects that pedestrian recreational activities will expand greatly in the future. Activities such as walking and jogging are suggested by some medical experts as good methods of exercise for many persons. It is expected that the need for walkways and pathways for exercise enthusiasts will become greater in the future if current trends continue.

While there are undisputed shortcomings in the City's pedestrian system, there are also a number of superb pedestrian facilities. The stairways along the bluff separating the Downtown and residential areas from the Embarcadero provide a particularly pleasurable experience while also providing good shortcuts across this barrier. The public piers along the Embarcadero delight the tourist and local resident by providing excellent views of the harbor, its wildlife and interesting

marine uses. The pedestrian facilities in the new Del Mar Park are particularly enjoyable, as are the unimproved trails within the Morro Bay State Park. Some of the recent small plazas and malls within commercial developments are pleasing for strolling window shoppers.

With proper planning, the pedestrian way can be enhanced as an effective and attractive means of circulation in Morro Bay.

b. Issues: Morro Bay's pedestrian circulation problems are many and varied, ranging from inadequate sidewalk widths to total lack of pedestrian facilities. The following list describes some of the biggest concerns involving pedestrian facilities:

1. No Sidewalks: There are occasions when sidewalks along street rights-of-way are unnecessary. Most experts agree that sidewalks are unnecessary along most rural-residential streets. The City has a policy which allows single-family and duplex development without the addition of sidewalks. This policy can result in discontinuous sidewalks through areas where duplexes are mixed in with triplexes and fourplexes. This problem can be rectified by modifying the City policy to require sidewalks for all but single-family and rural-residential development. Sidewalks should be provided in all other residential as well as commercial and industrial areas.

Mixing pedestrians with vehicular traffic can be hazardous to the pedestrian. Most new developments in Morro Bay are required to construct sidewalks as a condition of development. However, most of the residential areas and portions of the industrial and commercial areas of the City have no sidewalks. Construction of sidewalks in all existing built-up areas would be very expensive and undoubtedly beyond the means of the City. Priorities must therefore be established for the phased construction of sidewalks. The busiest pedestrian areas should be the first priority. Commercial areas generate the highest volumes of pedestrian traffic. Higher density residential areas and industrial areas traditionally generate somewhat less pedestrian traffic. Lower density residential areas would be lowest priority. Of streets within single-family neighborhoods, those with the highest vehicular traffic volumes should be a higher priority. Such streets include Kern Avenue, Piney Way, Shasta Avenue, San Jacinto Street and Ironwood Avenue. Streets leading to local schools, commercial districts, and recreational areas should also receive a higher priority.

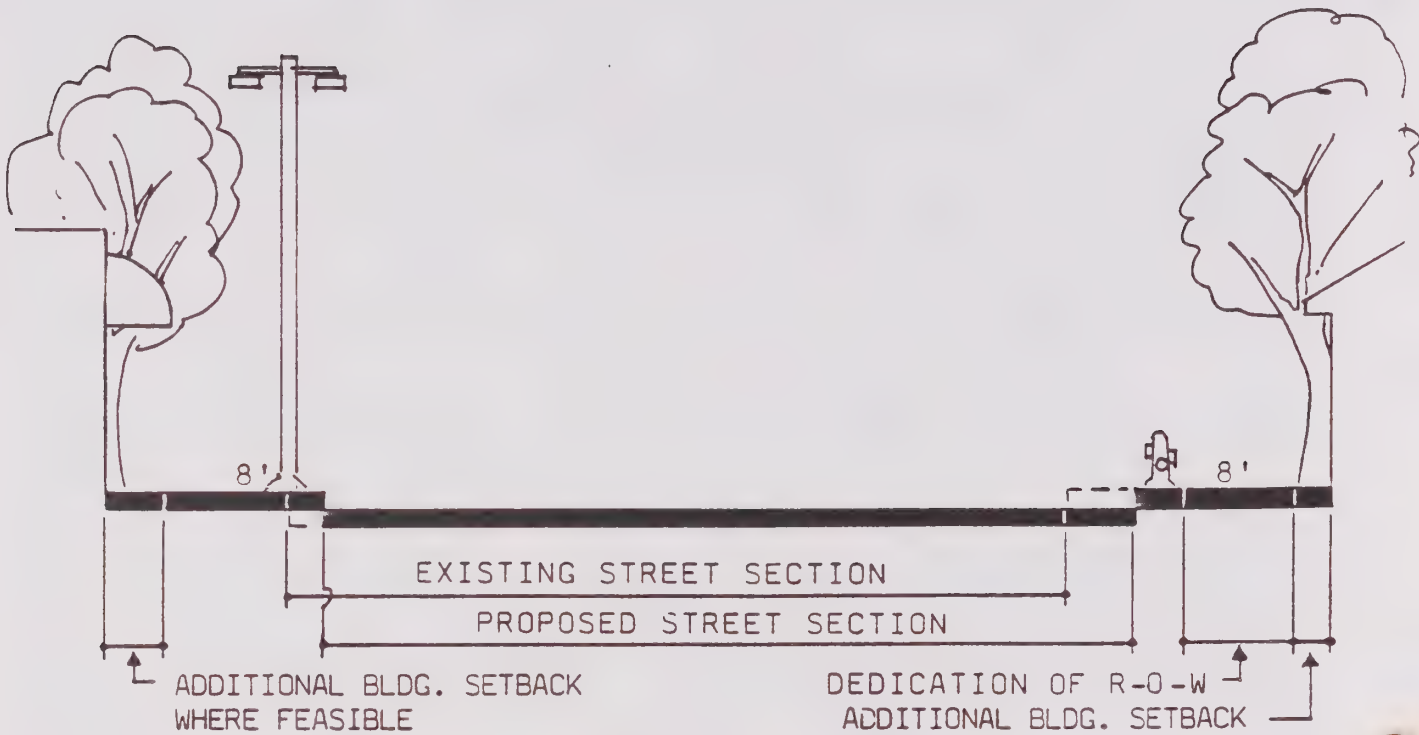
2. Discontinuous Sidewalks: Another problem in Morro Bay is the discontinuity of the existing sidewalk system. Some streets have sections of fully improved sidewalks while other sections of the same street have no sidewalks at all. Examples include both the north and southern sections of Main Street, the north portion of the Embarcadero, and portions of Beach Street, Dunes Street, Harbor Street, Pacific Street, and Marina Street between the

Downtown and the Embarcadero. In general, these are relatively high volume pedestrian corridors. For the portions of these streets which do not have improved sidewalks, problems for pedestrians are similar to those associated with streets which have no sidewalks. To some extent, the existence of sidewalks along sections of these streets may encourage greater pedestrian traffic. This accentuates the problems for pedestrians when they reach sections without sidewalks. Most of these missing sidewalk sections will eventually be completed when adjacent properties are developed or in conjunction with assessment and improvement districts.

3. Narrow Sidewalks: Generally, recommended standards for sidewalks suggest that residential sidewalks should be between 4 and 6 feet in width while sidewalks in active commercial areas should, where feasible, be a minimum of about 10 feet in width. Some of the sidewalks along Morro Bay Boulevard and portions of Main Street meet these general standards. The most glaring problem is along the Embarcadero where sidewalk widths are as narrow as 4 feet. Ironically, the Embarcadero has one of the highest pedestrian volumes in the City. When the proximity of buildings located on the property line and poles and other obstructions are taken into consideration, the sidewalks along the Embarcadero have an effective width of only 2 or 3 feet, barely enough for one person to pass. Pedestrian congestion levels would suggest that the Embarcadero sidewalk should be at least 10 feet in width. However, without removal of on-street parking, such a width would be infeasible. A compromise would be to increase the west sidewalk to at least 8 feet in width as required in the Local Coastal Plan by requiring dedication along the east or west side of the street (whichever is more feasible), and by offsetting the centerline of the street. Additional building setbacks of 2 or 3 feet, where feasible, should be required to provide more space for walkways and pedestrian amenities such as landscaping and benches. The following figures indicate the most feasible (based upon physical constraints) areas for dedication or public easements:

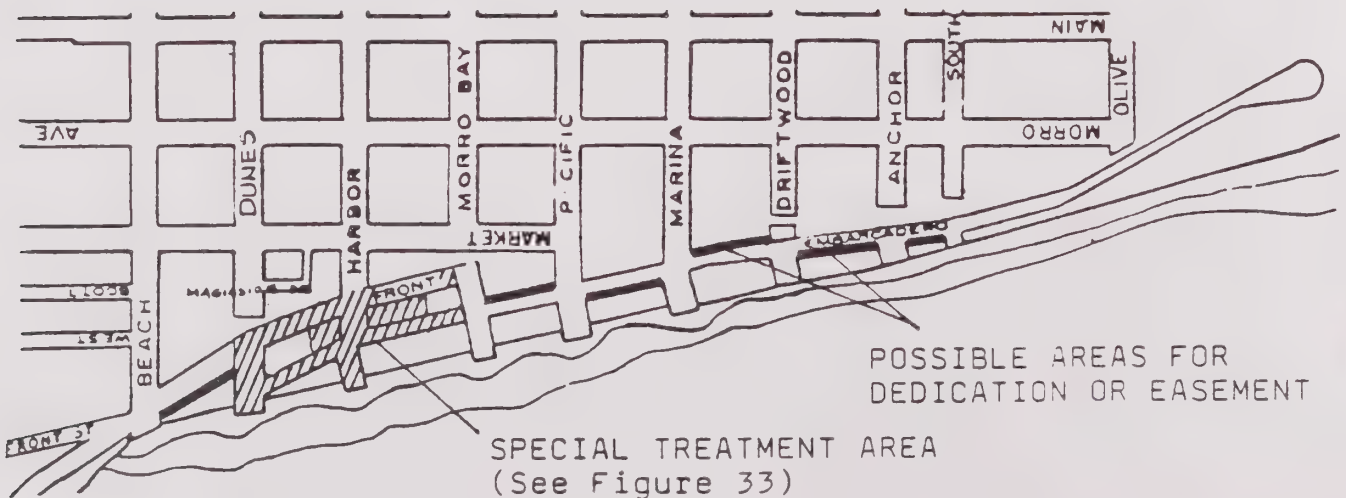


FIGURE 1



CROSS SECTION OF EMBARCADERO

(See following map for areas where R-O-W dedication may be feasible)



All new development should be required to provide adequate width setbacks as a condition of approval. Sidewalk widths should not only be determined by the land uses adjacent to the street but also the volume of expected pedestrian traffic traversing the particular section of sidewalk. For instance, a sidewalk in front of a residential lot may have to be wider than 4 to 6 feet if the walkway connects two large generators of pedestrian traffic. The City should provide some flexibility in the establishment of standards for sidewalks which are necessary to meet individual circumstances.

4. Integral vs. Separated Sidewalks: Experts disagree about the appropriate location for residential sidewalks within parkways. Commercial sidewalks often cover the entire parkway strip. The standard width for commercial sidewalks is generally 8 feet. Residential sidewalks located adjacent to the property line create a narrow planting strip which is somewhat more difficult to maintain. The integral sidewalk eliminates the narrow planting strip. However, driveways across the integral sidewalk can be a problem due to the abrupt grade changes at the curb-cut. It is also felt that the proximity or the lack of separation to the curb makes the integral sidewalk less safe for children. Integral sidewalks can also make it more difficult to locate mail boxes, street signs, fire hydrants, street lights and similar items.

The City's standards generally provide for integral sidewalks in both commercial and residential areas. These standards should be continued for areas where there are existing integral sidewalks to retain continuity. Integral sidewalks should also be used in areas where the City expects that planting strips would not be adequately maintained.

For residential streets where these circumstances do not occur, integral sidewalks should be discouraged. When they are used, integral sidewalks should be wider than sidewalks located adjacent to property lines for added pedestrian safety. The current City standard for 6-foot wide integral sidewalks should be retained. Integral sidewalks should be at least 6 feet in width when measured from face-of-curb. Fire hydrants and posts which must be located at the back of the curb should be considered in the sidewalk design as should the type of driveway apron. In general, sidewalks should be designed to avoid obstructions and abrupt changes in grade. Separate sidewalks in residential areas could be as narrow as 4 feet wide where there is low pedestrian traffic; otherwise, separated residential sidewalks should be at least 5 feet in width.

5. Handicap Access: In the past, the needs of the handicapped have been neglected in the design of sidewalks and other walkways. Today, there is a greater awareness of the problems caused by improper sidewalk designs which fail to accommodate the handicapped person. For example, the City has ramped some of the

City's curbs to aid in handicap accessibility. This program should continue. Handicap access at new developments is required to meet State requirements in this regard. The State Disabled Access Regulations require that curb ramps be constructed at each corner of street intersections and other locations where pedestrians cross the curb. The 1985 regulations require that these ramps be a minimum of 4 feet in width and not exceed a slope of 1 in 12. It should be understood that these standards may change. The City may be required to comply with any future changes in these standards.

The hilly nature of parts of Morro Bay makes negotiation for persons on wheelchairs quite difficult in some places. In many cases, it would be infeasible to provide ramps on steep hills due to lack of space and the cost of constructing such ramps. Similarly, it would be difficult to provide a ramp between the Downtown and the Embarcadero. However, it may be possible to construct switch-back ramps as part of one or more of the future developments along the east side of the Embarcadero. These ramps could be provided in conjunction with the bicycle paths discussed in the next section.

6. Lateral Accessway Along the Embarcadero: The Local Coastal Plan requires the construction of lateral public walkways generally located along the seaward side of the Embarcadero area. Currently, access to the harbor is limited to views from restaurants and street ends. The walkway envisioned in the LCP would provide continuous views along much of the dockside area. Figure 3 depicts existing view points and a schematic plan for lateral public access along the harbor waterfront. The public walkway is envisioned to meander in front and between the tourist commercial uses. It will provide many additional viewpoints along the harbor. It would be constructed as development occurs along the waterfront.

In addition, other public lateral accesses are required as conditions of development for the beach area north of Morro Bay High School for the beach area adjacent to the P.G. & E. power plant and for other beach and bay areas in north and south Morro Bay. The Access Section of the Local Coastal Plan contains additional policies for the provision of both lateral and vertical public access.

The lateral and vertical public access on the beach near the surf will not be improved with paving due to the unpredictability of the ocean and because of the potential for impacting the sensitive environment. Improved lateral and vertical public accessways will be constructed at the rear of the dune areas in areas which are less environmentally sensitive and less likely to be affected by heavy surf conditions. The public trail system indicated on Figure 1 is schematic. Precise trail and walkway locations would be determined at the time of development.



7. Walkways to North Morro Bay and High School: There is no improved pedestrian access connecting central and south Morro Bay with north Morro Bay and the High School. Neither the freeway nor the Main Street paved roadways provide a very hospitable environment for the pedestrian. In addition to a sidewalk along the east side of Main Street, a pathway should be improved along the easterly edge of the P.G. & E. property paralleling the bikepath recommended in the "Bikeway" section of this Circulation Element. (See Figure 2.)

# PROPOSED CITY TRAIL AND WALKWAY SYSTEM

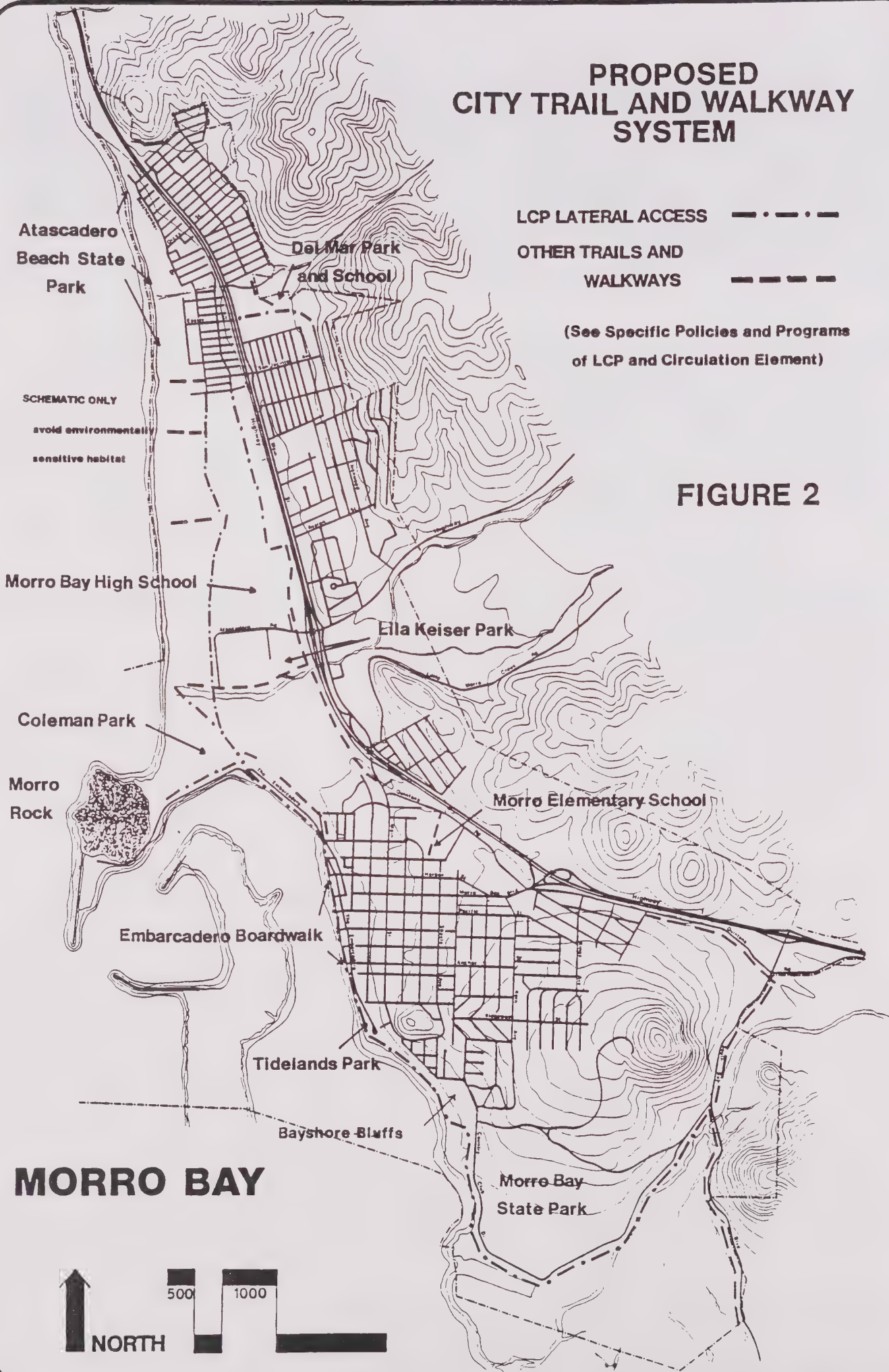
LCP LATERAL ACCESS — • — • —

OTHER TRAILS AND  
WALKWAYS — — — —

(See Specific Policies and Programs  
of LCP and Circulation Element)

FIGURE 2

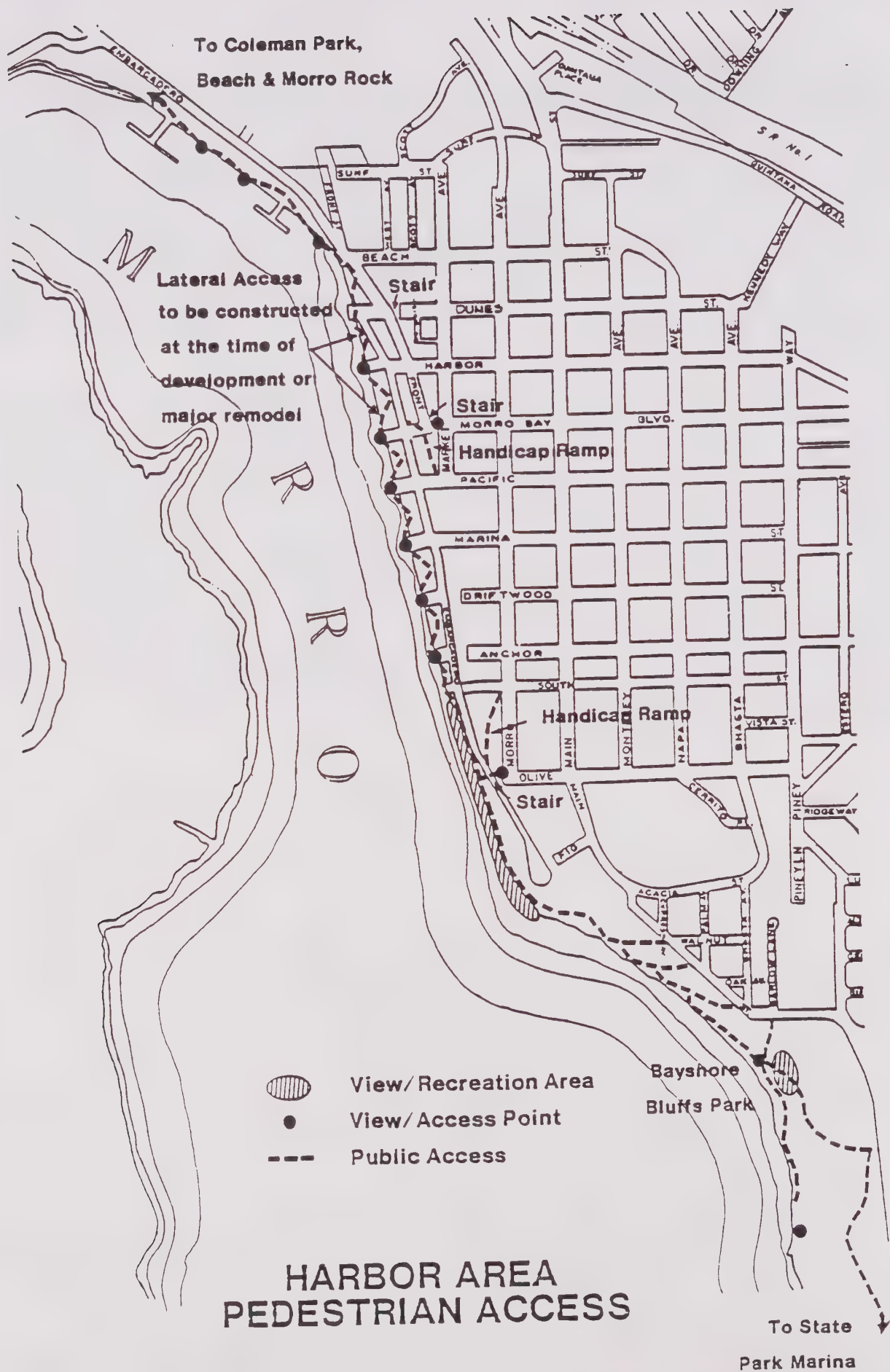
SCHEMATIC ONLY  
avoid environmentally  
sensitive habitat



8. Crosswalk Identification: Major pedestrian crossings of streets are identified by pavement striping. Crosswalks must be carefully located because they can create a false sense of security for pedestrians if they are randomly located. Generally speaking, crosswalks should be located at intersections, where possible, not at mid-block. Recent studies suggest that crosswalks located at locations other than traffic controlled intersections may be more hazardous than not having delineated those crosswalks. The primary benefit of crosswalks is that they tend to channelize pedestrian traffic so that motorists are better able to anticipate the locations where pedestrians might cross the street.

Another measure which might help provide safety for the pedestrian would be to reduce the distance that the pedestrian must cross at the intersection. In some select locations where it is physically possible, sidewalks could be projected into the street to the depth of the on-street parking. Figure 4 shows an example of this sidewalk extension. Special crosswalk paving material may also help in better identifying the pedestrian area to the motorist. Stamped colored concrete crosswalks have been used successfully in some communities. Not only does the sidewalk texture and color inform the motorist of the location of the crosswalk, it also provides for a more pleasing experience for the pedestrian. If textured surface materials are used, their type and design must be addressed in relation to both long range safety and maintenance.

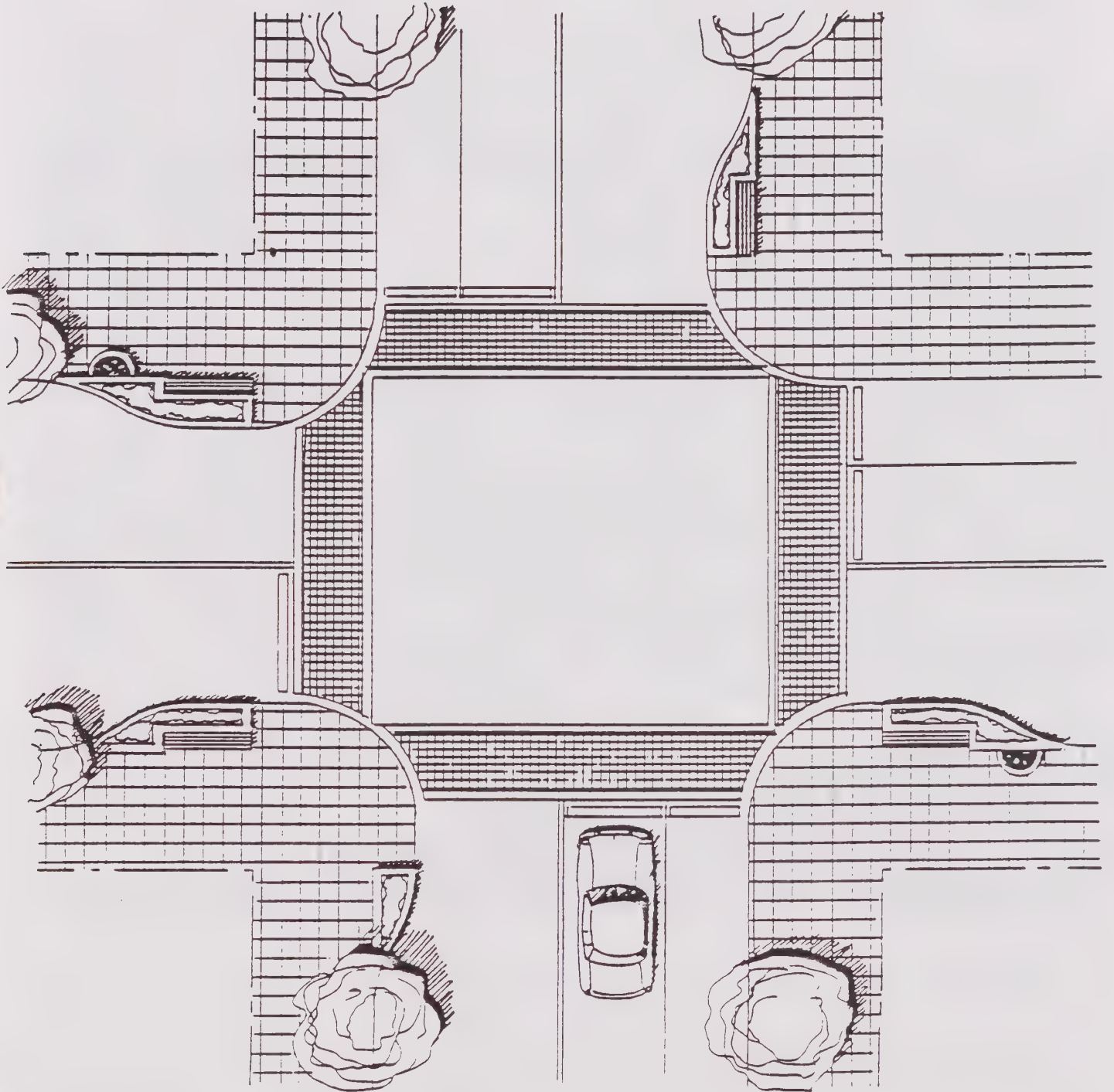




**FIGURE 3**

FIGURE 4

EXAMPLE OF SIDEWALK EXTENSIONS  
and  
SURFACE TREATMENT



9. Access Across Highway 1: When the State designed Highway 1 through Morro Bay, they inadvertently neglected the needs of the pedestrian. As a result, there are no fully improved sidewalk crossings of Highway 1 in the City. The only pedestrian crossing of Highway 1 between Atascadero Road and the northern City limit is at San Jacinto Street, a distance of over two miles.

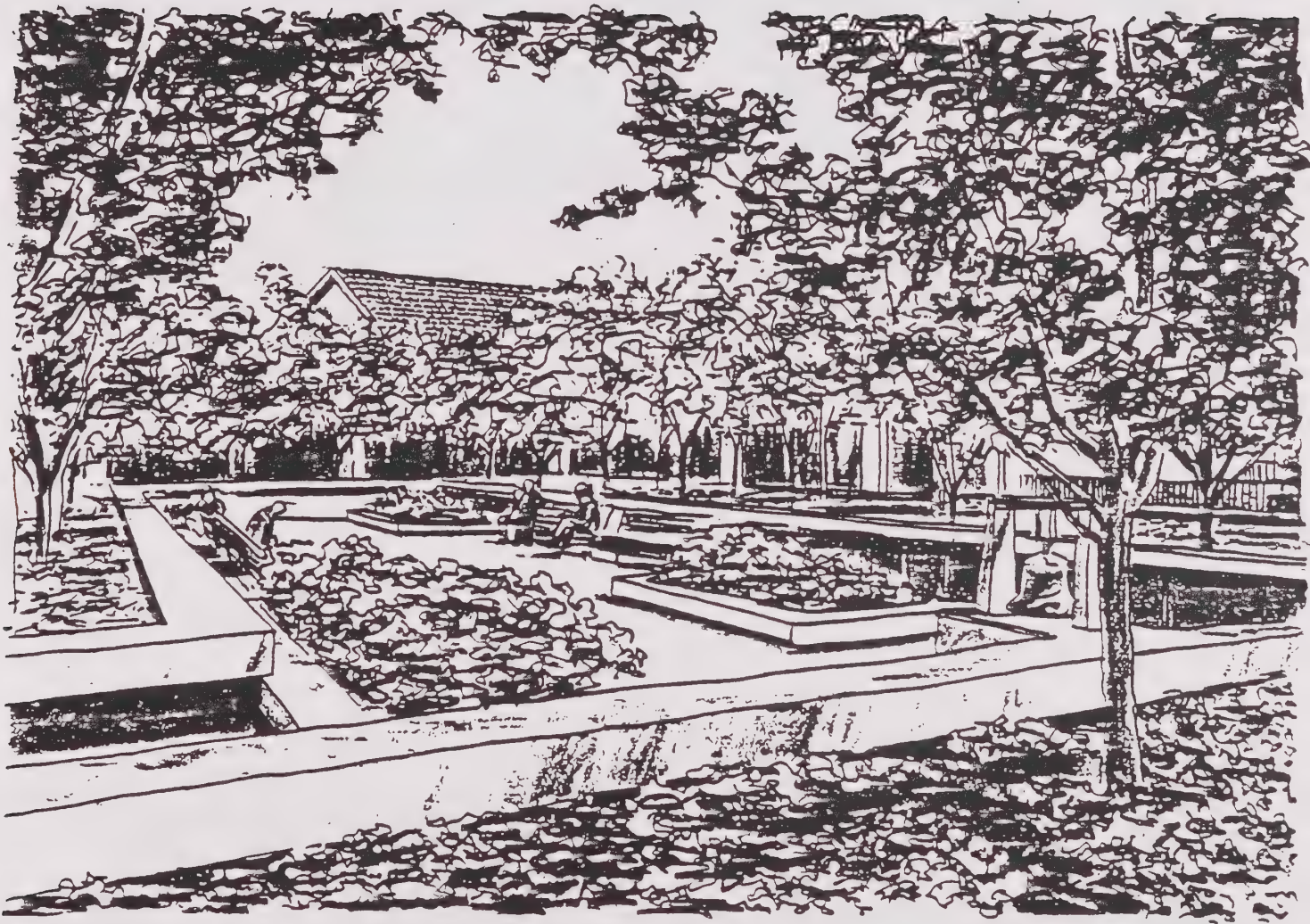
People have been observed crossing the highway at various other locations along its length. They often climb the highway barrier fences and race across between traffic. Luckily, for most, the traffic on Highway 1 is relatively light. In the future, as nearby Cayucos, Cambria and Hearst Ranch develop as currently anticipated, it will become incrementally more hazardous to cross Highway 1.

The signal proposed for the intersection of Yerba Buena Street and Highway 1 should be designed to accommodate pedestrians (See Section C). This should include crosswalks and walk-don't walk signals programmed with adequate time to cross the street. Raised center islands with a paved pedestrian area should be provided for the elderly and handicapped who are unable to cross the street in the time allotted by the signal.

10. Pedestrian Access Within Development: Walkways within development can be as important as the City-wide sidewalk system. Often the pedestrian linkages of uses within a development are neglected. It is impossible to establish specific standards for internal circulation since there are so many variables which need to be assessed on a case-by-case basis. As development occurs, a conscious effort must be made by the designer to consider how pedestrian movements will be affected by the new uses. Walkway access between parking areas and buildings as well as between uses should be included in every design. How does one get from the parked car to the office or store? How does one get from one store to another? The experience should be safe and enjoyable.



**FIGURE 5**



Landscaped plazas can create pleasing outdoor spaces for pedestrians.

11. Lack of Amenities and Landscaping: It is not enough to simply separate foot traffic from automobile traffic. Shopping should be a pleasant experience. When pedestrian areas are decorated with landscape planting, fountains and sculpture, attractiveness is enhanced. A pleasing environment will increase the foot traffic passing along in front of stores. Plazas should be an integral part of any major commercial development.

Many existing pedestrian areas in Morro Bay lack the appeal that is possible with proper landscape treatment. Many of the City's sidewalks are devoid of street furniture and landscaping. Sidewalks along the high traffic areas of Morro Bay Boulevard and Main Street are large expanses of grey concrete. Customer appeal would be greatly enhanced by the addition of landscaping. A theme for paving material for sidewalks and crosswalks should be chosen to add color and texture to the walking surface. Brick and stamped concrete surfaces have been used successfully in other cities. Raised planter borders could be designed for use as benches. Kiosks could be situated in busy areas to provide information for tourists. Newspaper racks and telephones could be integrated into the kiosks. The following figures present examples for pedestrian area treatment in commercial districts:



Kiosks can be more than just a fashionable decoration. They can provide an organizational framework for necessary services: telephone, newspaper stand, directional maps, mail boxes, drinking fountain, fire alarms, trash receptacles and public notice boards.

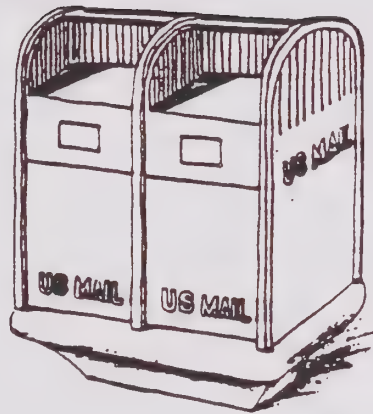


Street furniture and landscaping can do much to enhance and enrich the pedestrian's experience.

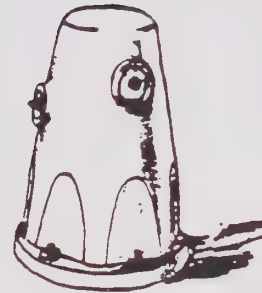


Street furniture can dress  
up Morro Bay's commercial  
areas:

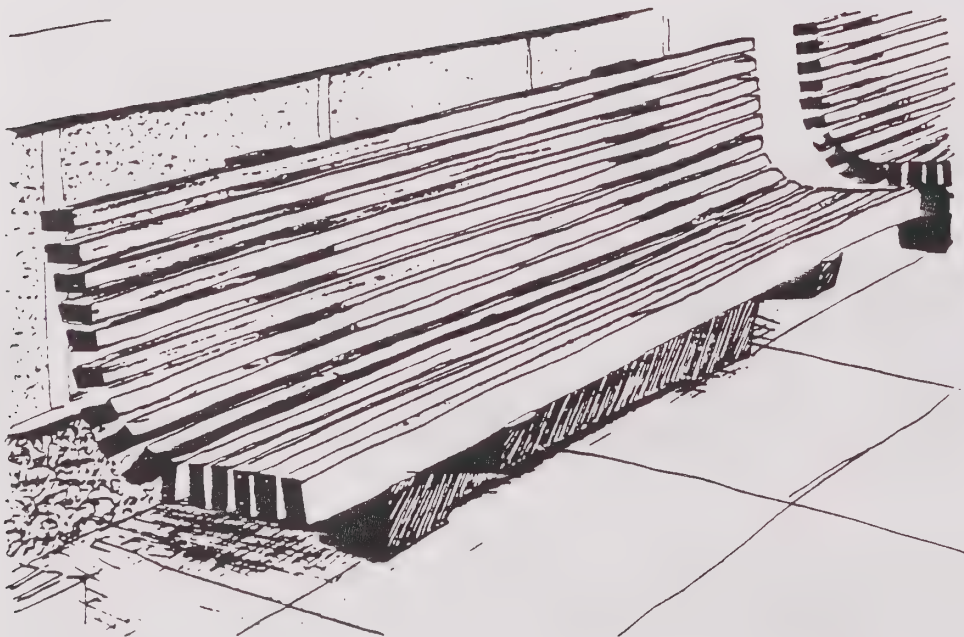
Mail Boxes



Drinking Fountains

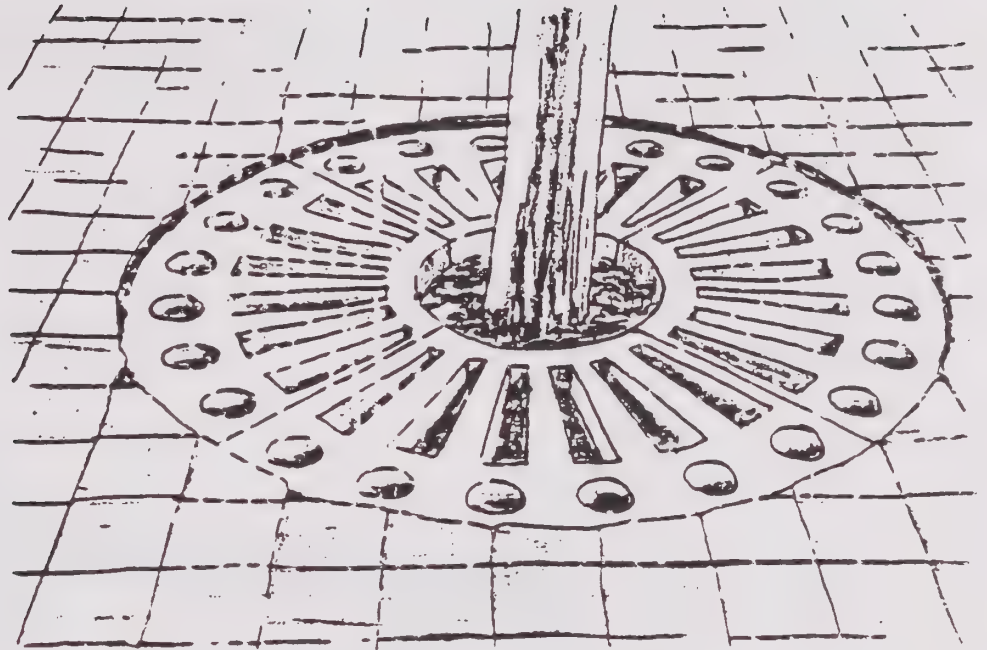


Hydrants



Benches

Tree grates can form an aesthetic as well as functional purpose along sidewalks.



Decorative paving patterns contribute to the overall interest of the Downtown and Embarcadero shopping environment.

**FIGURE 6 c**

**FIGURE 7**



Covered walkways can beautify the pedestrian's experience as well as provide protection from the weather.



12      Sequence of Improvement Priorities: The following streets should receive the highest priority\* for new side walk improvements as funds become available:

<u>Street</u>	<u>Type of Improvement</u>
1.      Main Street, North Section	New commercial sidewalks where none exist. (Highest Priority)
2.      Main Street, South Section	New residential sidewalks where none exist.
3.      Streets leading to Schools	Provide sidewalk access to the elementary and high school. (San Jacinto, Atascadero Road, Main Street, Napa, Beach, and other access roads) Walkways along Atascadero Road to Morro Bay High School are a high priority.
4.      Embarcadero	Widen sidewalks to minimum of 8 feet, plus same treatment as Morro Bay Blvd.
]5.      Morro Bay Boulevard	Special paving, plantings, benches, kiosks and other street furniture. (see examples)
6.      Main Street, Downtown	Same as Morro Bay Boulevard.
7.      Coleman Drive	Add new sidewalks.
All applicable Streets	Handicap ramps (where not currently provided at intersections).

(\*Priorities should be based upon safety considerations)

## 2. BICYCLE TRANSPORTATION

a. Exisging Conditons and Issues: Bicycling has recently become more popular with persons of all ages, not just the younger children, for recreation, exercise, shopping and commuting. The Park and Recreation Facilities Plan 1985-1990 listed bicycling as the second leading recreational activity preferred by males and the leading activity preferred by females. Bicycling can provide an alternative mode of transportation which is non-polluting, efficient, inexpensive, convenient for short trips and health promoting. The popularity of bicycling is expected to continue.

The City of Morro Bay has good potential for a comprehensive bikeway system which could provide safe, convenient and enjoyable bicycling for all ages. In some parts of the City, the hilly terrain and narrow streets in some areas may restrict bikeways within those areas, but connections from major bike origins and destinations are still possible. The existing street system, to some extent, already meets some of the needs by providing links between bicyclist generators such as residential and motel areas and bicyclist destinations such as schools, parks, public facilities and shopping areas. Therefore, the Bikeway Plan incorporates both the existing roadway system and the separated bikeway system to provide for the travel needs of bicyclists.

The criteria used to establish the standards for bike lanes, bike paths, and bike parking were derived from the California Highway Design Manual -- Bikeway Planning and Design which was prepared by the State Department of Transportation (Cal Trans) pursuant to the provisions of the 1975 California Bikeways Act.

The term "bikeway" is used to define all facilities which provide primarily for bicycle travel. There are three classes of bikeways established by Cal Trans:

Class I Bikeway (Bike Path): A completely separated right-of-way designated for the exclusive use of bicycles. Crossflows of pedestrian and motor vehicles are minimized. Generally, Class I bikeways should be used to connect major bicyclist destinations with major bicyclist generators, especially where there are wide rights-of-way or along streams, utility rights-of-way, ocean fronts and within schools and parks.

Class II Bikeway (Bike Lane): An exclusive restricted and striped lane for one-way bike travel on a street or highway. Class II Bikeways are particularly important to delineate bicyclist and motorist separate lanes and to

better accommodate bicyclists through corridors where insufficient right-of-way exists for bicyclists on existing streets.

Class III Bikeway (Bike Route): A shared right-of-way designated by signs or pavement markings. Provides for shared use with pedestrian and/or motor vehicle traffic.

Class III Bikeways are not preferred nor are they recommended except where Class I or Class II Bikeways are deemed infeasible.

b. Issues: The lack of a comprehensive bikeway system in Morro Bay presumably discourages many persons from riding bicycles. Some people, especially adults and seniors, may view the existing street system as somewhat too hazardous, uncomfortable or inconvenient to ride on a bike. For similar reasons, some parents may attempt to prevent their children from riding outside of their neighborhoods. Some of the existing streets are narrow and necessitate the bicyclist to ride within traffic lanes. Most heavily-used streets have no separate designations or markings for bicyclists. In surveys conducted in Morro Bay, many non-bike riders indicated they would ride a bicycle if bicycle paths were provided.

South Main Street has a short distance of separate bikeway. Most of the length of this bike path is constructed as a narrow asphalt pavement located directly adjacent to the street curb. There is no separate sidewalk, which means that the bike path actually functions as a Class III, combination bike path and sidewalk. The design of this section of the path can create conflicts between the bicyclist and pedestrian. It may be better to change this section to Class II on-street bike lanes. A more recent section of the bike path through Bayshore Bluff Park is safer and should present no problems.

The Main Street bikeway ends south of the Downtown and provides no designated through-access for bicyclists. In addition, there are no designated bikeways providing access to the major bicyclist destination points shown on Figure 8.

Many bicyclists currently use local streets which, due to the low volume and low speeds, present no special hazards. There is no reason to attempt to change their habits nor is it expected that people will use designated bike lanes simply because the City signs them for exclusive bike usage. Some of the destination points shown on Figure 8 do not necessitate full designated bikeway access where they currently have adequate access on low volume local streets.

Other destination points such as Coleman Park and Morro Rock, the beaches, Morro Bay High School, and the Downtown



shopping and public facilities have primary access from major, high-volume, and in some cases, high-speed roadways. There is a need for Class I and II bikeways to serve these uses. Most of these uses are located on relatively flat terrain so there should be less of a problem in designing the final system. Where rights-of-way or easements are inadequate or cannot be obtained for Class I bikeways, Class II bike lanes should be substituted. (See Figures 9 and 10.)

Some bicyclists, especially the young, can create hazards both to themselves and to others by failing to comply with traffic laws and proper safety precautions. Typical violations include running stop signs, swerving between traffic lanes and riding on pedestrian sidewalks. Education of proper bicyclist conduct may help to reduce this problem. One particular problem area is along the Highway 1 south-bound offramp at Main Street where high school students are traveling in both the south and the north direction. If a Class I bikeway were constructed parallel to and west of the highway, many high school students would be less likely to use the highway for access to and from school. (See also "Pedestrian" section for this area.)

The State Coastal Act requires the provision of public access to the beaches and shoreline. The bikeway system can enhance the ability of the public to gain access to the beach by extending bike paths along the fringe of the beach. These coastal access bikeways should be developed near coastal access sidewalks since pedestrians will desire to go to the same recreational areas as the bicyclists.

Bicycle access to the Embarcadero would be improved if gently sloped ramps were constructed diagonally across the bluff. Two potential locations for such ramps would be at Tidelands Park and in the block north of Pacific Street. Both of these bikeways could be required as a condition of development of adjacent properties. The Bikeway Plan, Figure 11, shows these and other future bikeways for Morro Bay.

Obstructions and surface irregularities should be avoided whenever possible. For instance, storm drain gratings should be perpendicular to the traffic flow to prevent wheels from falling into the storm drain and injuring the bicyclist. Fire hydrants, light posts, mail boxes and the like should never be within the bike lanes. Also, future traffic signals should be designed so that bicyclists can easily control the signal-actuating mechanisms. Signs, striping and symbols should be clear and easy to understand.

At bicyclist destination points, parking for bicycles is often neglected, and thus bicycles are frequently chained to posts, trees and buildings, often within landscape areas or upon pedestrian sidewalks. New developments and public facilities which are anticipated to attract bicyclists should provide adequate bike parking in close proximity to the use.

### BICYCLE SYSTEM PRIORITIES

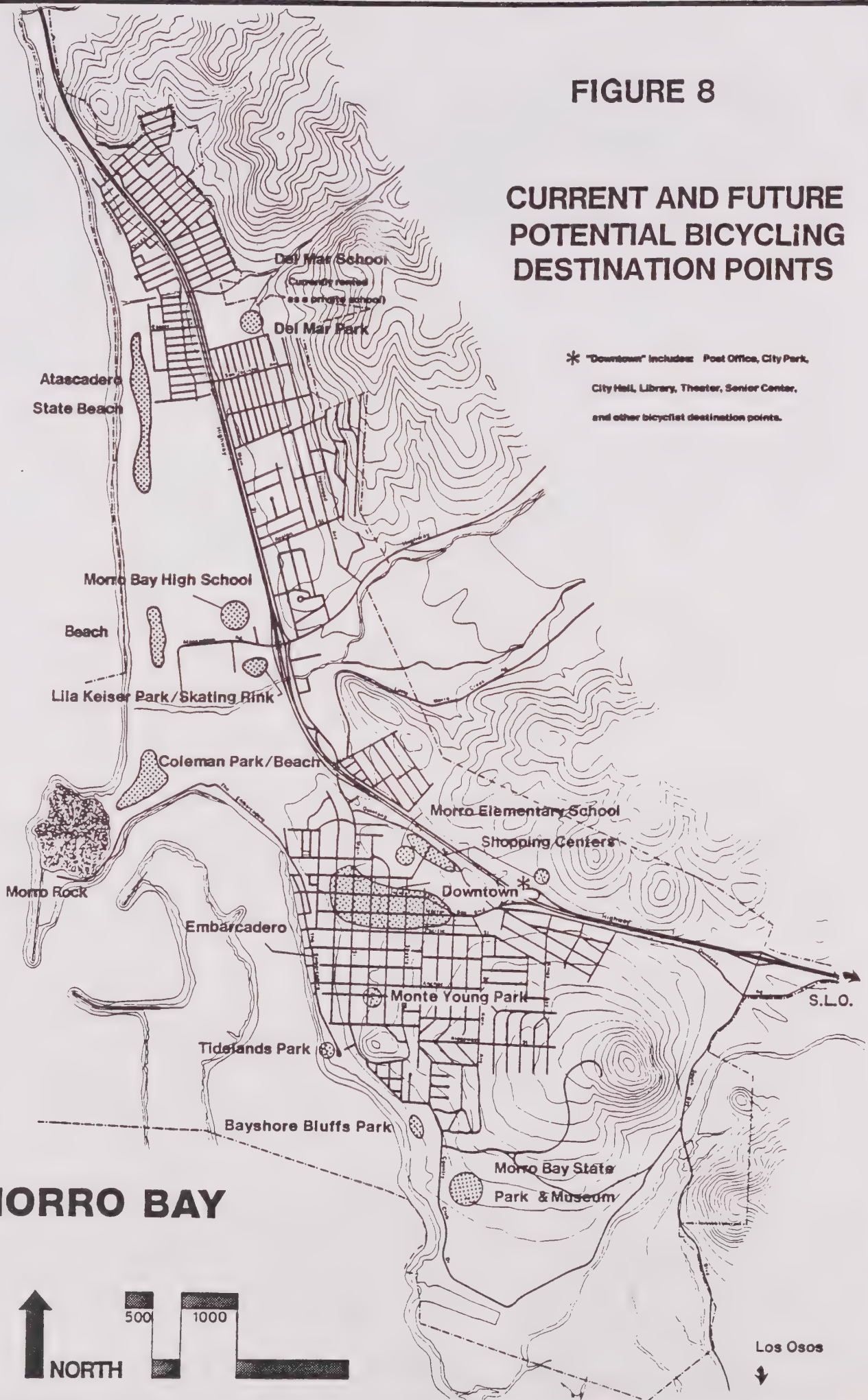
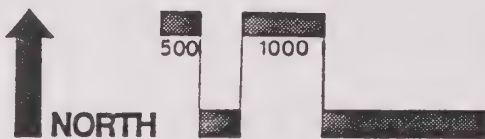
The highest priority for new or revised bikeways in Morro Bay are for those routes along major thoroughfares such as Main Street and South Bay Boulevard, as well as the system within the downtown. Of these routes, South Bay Boulevard and North Main Street are the most important.

FIGURE 8

**CURRENT AND FUTURE  
POTENTIAL BICYCLING  
DESTINATION POINTS**

\* "Downtown" includes: Post Office, City Park,  
City Hall, Library, Theater, Senior Center,  
and other bicyclist destination points.

**MORRO BAY**





## DESIGN CRITERIA SUMMARY

A bicycle system design manual should be prepared by the City which provides standards for the development of bicycle facilities. The standards established in the manual should be consistent with criteria in the State Bikeway Planning and Design Manual:

FIGURE 9  
TYPICAL CROSS-SECTION OF CLASS I BIKE PATH:

FIGURE 9

## TYPICAL CROSS-SECTION OF CLASS I BIKE PATH :



# TYPICAL CROSS-SECTION OF CLASS II BIKE LANE :

## Parking Prohibited



## Parking & Bike Lane

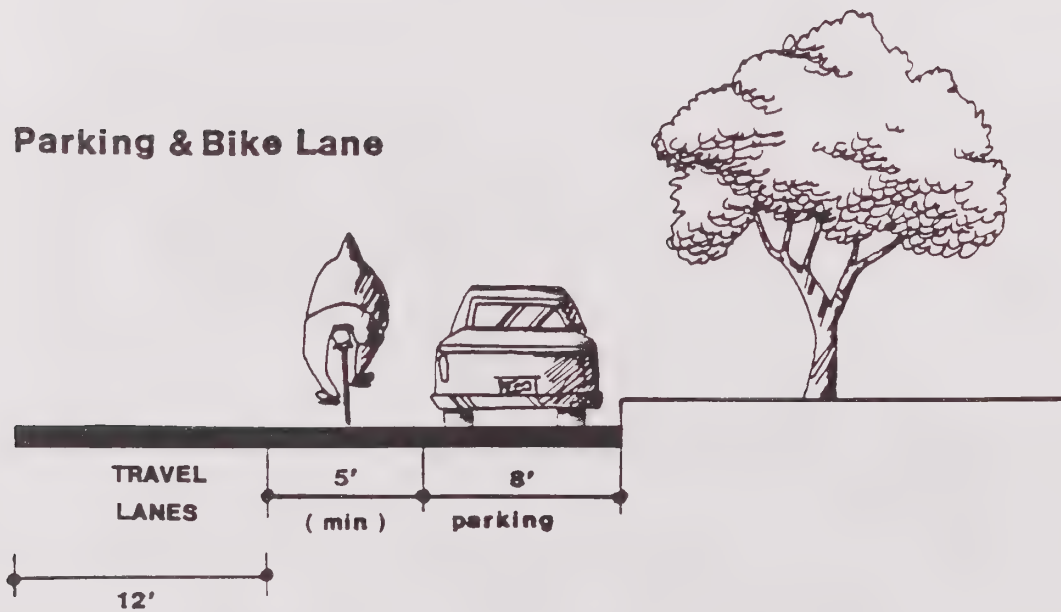


FIGURE 10

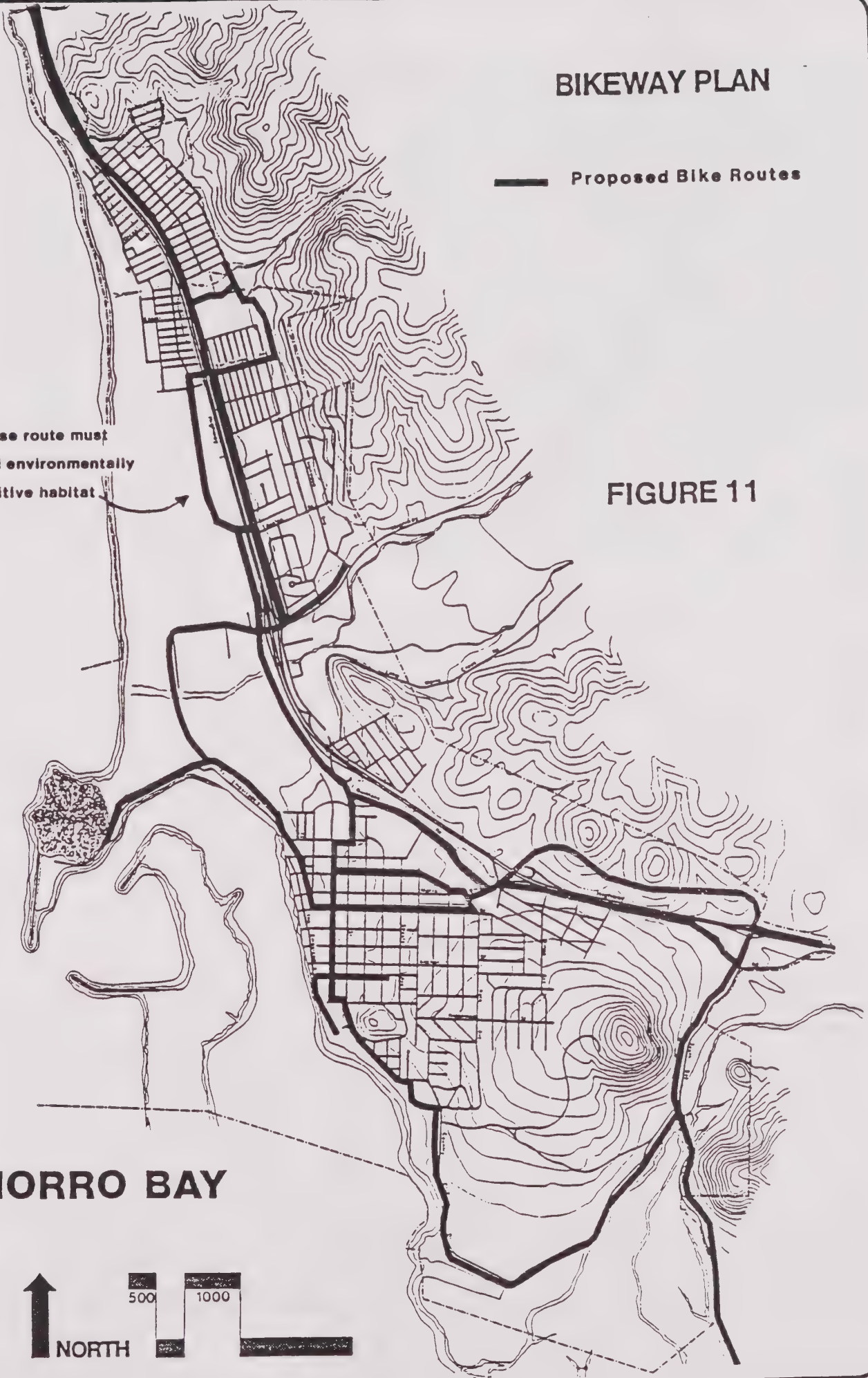
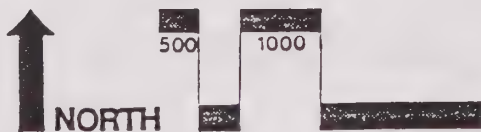
# BIKEWAY PLAN

— Proposed Bike Routes

Precise route must  
avoid environmentally  
sensitive habitat

FIGURE 11

MORRO BAY





### 3. VEHICLE TRANSPORTATION AND STREETS MASTER PLAN

#### a. EXISTING CONDITIONS AND ISSUES

The automobile is presently the most important mode of travel in Morro Bay and will continue to serve as such for the foreseeable future. Commercial trucks, of course, are another important method of transportation, providing the primary means of moving cargo. Both cars and trucks are dependent upon the public street system. The Streets Master Plan, presented below, describes a street system which will be adequate to meet current and expected future circulation needs in Morro Bay. The intent of the Plan is to design the street network so that the automobile can be adequately accommodated without detriment to the community. The Plan is long-range. It anticipates future traffic levels while recognizing likely street system limitations. Undoubtedly, there will be changes in land use patterns in the future as well as advancements in the sophistication of vehicles and traffic control equipment. This Plan should be continually updated to keep pace with those changes.

In a broader sense, the street system is the transportation network for not only automobiles and delivery vehicles but also other various modes of travel such as buses, bicycles and pedestrians. In fact, the majority of all types of travel is conducted upon the City street system. Therefore, it is of major importance to maintain and improve the streets, intersections, signage and traffic control devices. This need is amplified as development increases, since the street system has fixed rights-of-way and major improvements which were established, in most cases, many years ago. In some areas, the street system may already be inadequate with little opportunity for effective upgrading within the means of the community. The City, however, must require proper street circulation system solutions for developing areas or for built-up areas where improvements are feasible to implement.

1. Street Network: Travel in Morro Bay historically has been concentrated on two streets, Morro Bay Boulevard and Main Street. In the older central area of the City, businesses focused along those two streets, in a strip development pattern. That tended to concentrate more traffic on these two major arteries and caused some inefficiency in access and circulation.

The current street system was the result of subdivisions created many years ago as well as by state highway designs prepared by the State Department of Transportation for Highways 1 and 41. As is the case with most communities that originally developed in the absence of any comprehensive planning, much of the older portions of the street system is less than optimal. For example, many of the older streets have substandard pavement widths, lack curbs and gutters and have cracked and rough

pavement surfaces. A few hillside streets have excessive grades (over 15 percent) and some cul-de-sacs lack adequate turn-a-round space which makes emergency access for Fire Department equipment more difficult. Many blocks are excessively short, particularly within the downtown, resulting in inefficient over utilization of the land for circulation purposes. Conversely, a few cul-de-sac blocks in residential areas are excessively long, resulting in poor emergency access.

The present State Highway 1 was constructed during the 1950's. It was designed as a freeway south of the intersection with Highway 41 and as a divided highway north of Highway 41. Since much of the City's circulation system was already developed at the time of construction of Highway 1, some existing streets were severed and a frontage road (Main Street) was created. Separation between Highway 1 and the frontage road was kept to the absolute minimum. The northern intersecting streets, Yerba Buena Street, Orcas Street, Easter Street and San Jacinto Street were not provided with grade-separated access across the highway. As a result of these factors, it would be extremely difficult and expensive to convert the northern portion of Highway 1 from a highway to a controlled access freeway. The construction of Highway 1 also created several awkward intersections, most notably at Yerba Buena Street, San Jacinto Street, Main Street and Morro Bay Boulevard. (See discussion in Section C, Problems and Issues.)

Most of the street system is a rectangular grid. In some cases, there is no clear hierarchy of streets, resulting in the spreading of traffic onto more of the local streets rather than concentrating traffic on collector streets. However, a few streets have historically been major links between primary origins and destinations. Examples of such streets are San Jacinto Avenue, Ironwood Avenue, Kern Avenue, Piney Way and Kennedy Way. These streets serve as collectors, funneling traffic to the major arterials. With the grid street system, though, many of the other local streets also serve at times as "collectors", although to a lesser degree.

Since most of the street system is firmly established and could not be easily changed, the solutions to existing problems addressed in this plan emphasize individual programs to rectify specific problem areas. For instance, it would be infeasible to try to impose a curvilinear street pattern in residential areas where the grid pattern now exists. Programs must be aimed at identifying and correcting existing faults with the tools that the City has available.



**FIGURE 12**

**EXISTING STREET SYSTEM**

**MORRO BAY**



**NORTH**

500

1000





2. Traffic Volumes: The majority of traffic in Morro Bay is handled by a few arterials while most streets have relatively light traffic. Through-traffic is concentrated primarily on Highway 1 and Atascadero Road-Highway 41 as well as on Morro Bay Boulevard and Main Street. Local traffic utilizes Quintana Road for access to shopping areas as well as the streets mentioned above. The Embarcadero and Beach Street provide major access for visitors and local residents to the tourist commercial and marine uses along the harbor. South Bay Boulevard and State Park Road provide access to and from the Los Osos area.

Main Street and Morro Bay Boulevard have significantly higher traffic volumes than the other arterials. As shown on Figure 13, one section of Main Street, south of Highway 1, has traffic volumes over 16,000 vehicles per day. Morro Bay Boulevard handles over 12,000 vehicles per day near its intersection with Quintana Road. Since these streets are only two lanes, their traffic density is even higher than that for Highway 1, which has four lanes.

Figures 13, 14 and 15 indicate the steady rise in traffic over the past nine years. Traffic volumes on Main Street have increased at about 5 1/2 percent per year which is over double the increase in population over the same period. This increase may be due to the increased popularity of Morro Bay as a tourist destination as well as the increase in population of the surrounding communities of Los Osos, Cayucos and Cambria. The heaviest burden will fall upon the main arterials while traffic on local streets will probably receive a lesser impact. For that reason, the highest priorities for future improvements are on the arterial streets.

As shown in Figure 16, most other local streets carry relatively light traffic. These local streets also do not experience the seasonal fluctuations experienced by arterial routes used for access to visitor serving and recreational areas. Traffic on the local streets is well within the capacities for those streets.

## TRAFFIC VOLUMES ON MAIN STREET SOUTH OF HIGHWAY 1

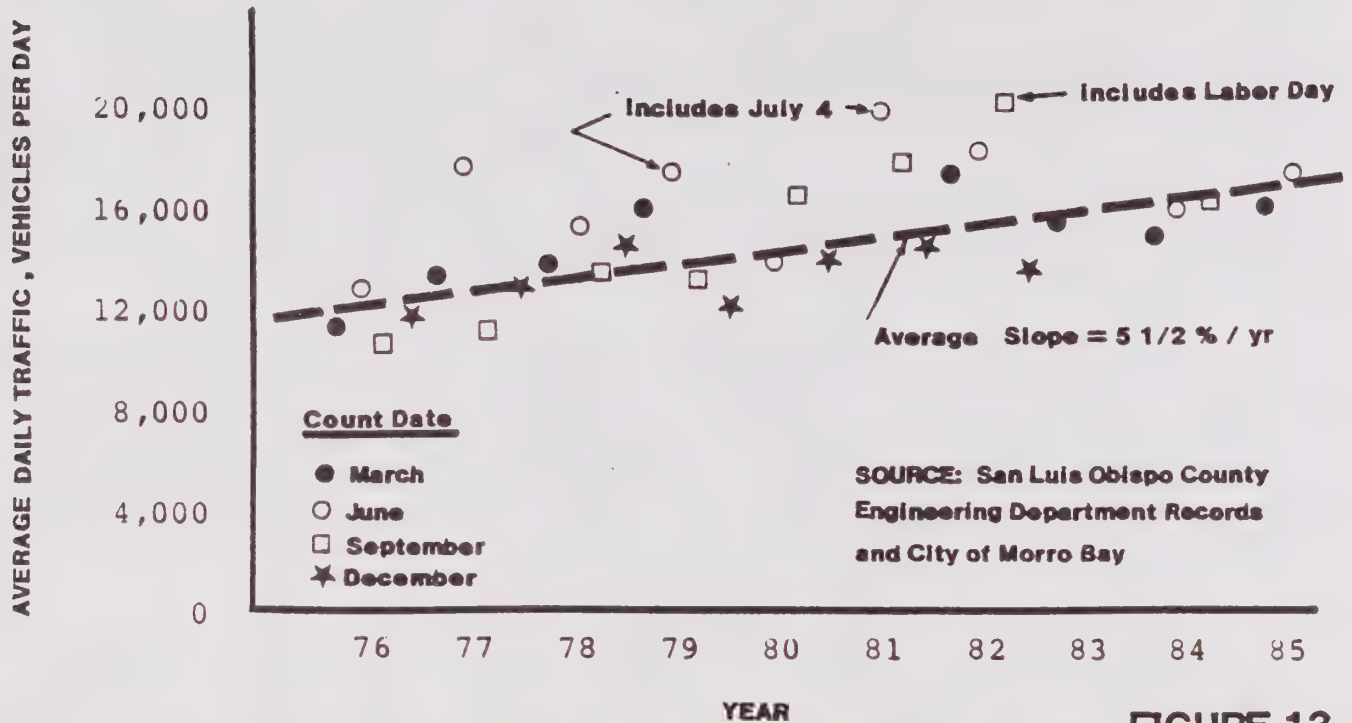


FIGURE 13

## AVERAGE DAILY TRAFFIC VOLUMES ON HIGHWAY 1

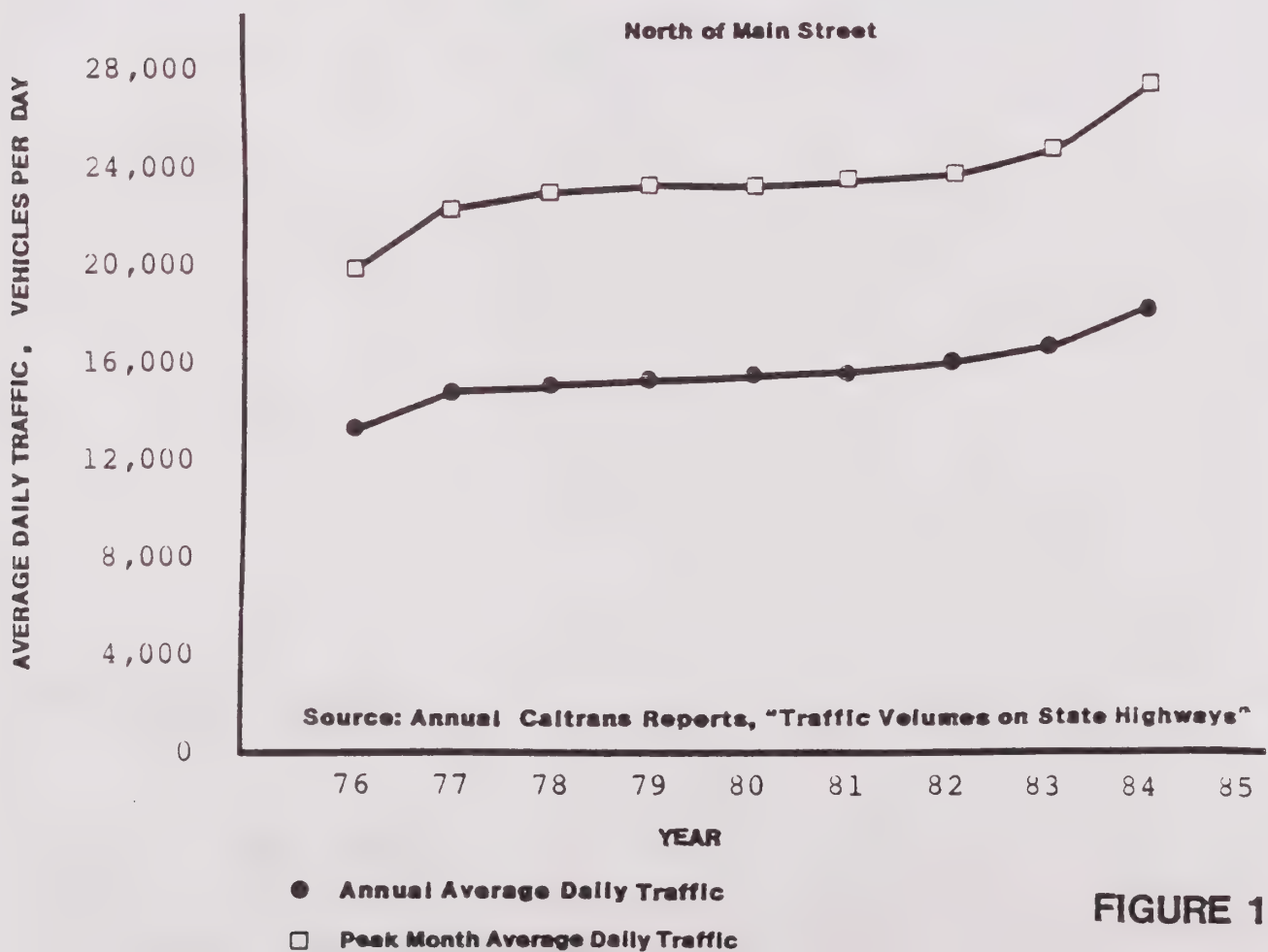


FIGURE 14

## AVERAGE DAILY TRAFFIC VOLUMES ON HIGHWAY 41

Source: Annual Caltrans Reports,  
"Traffic Volumes on State Highways"

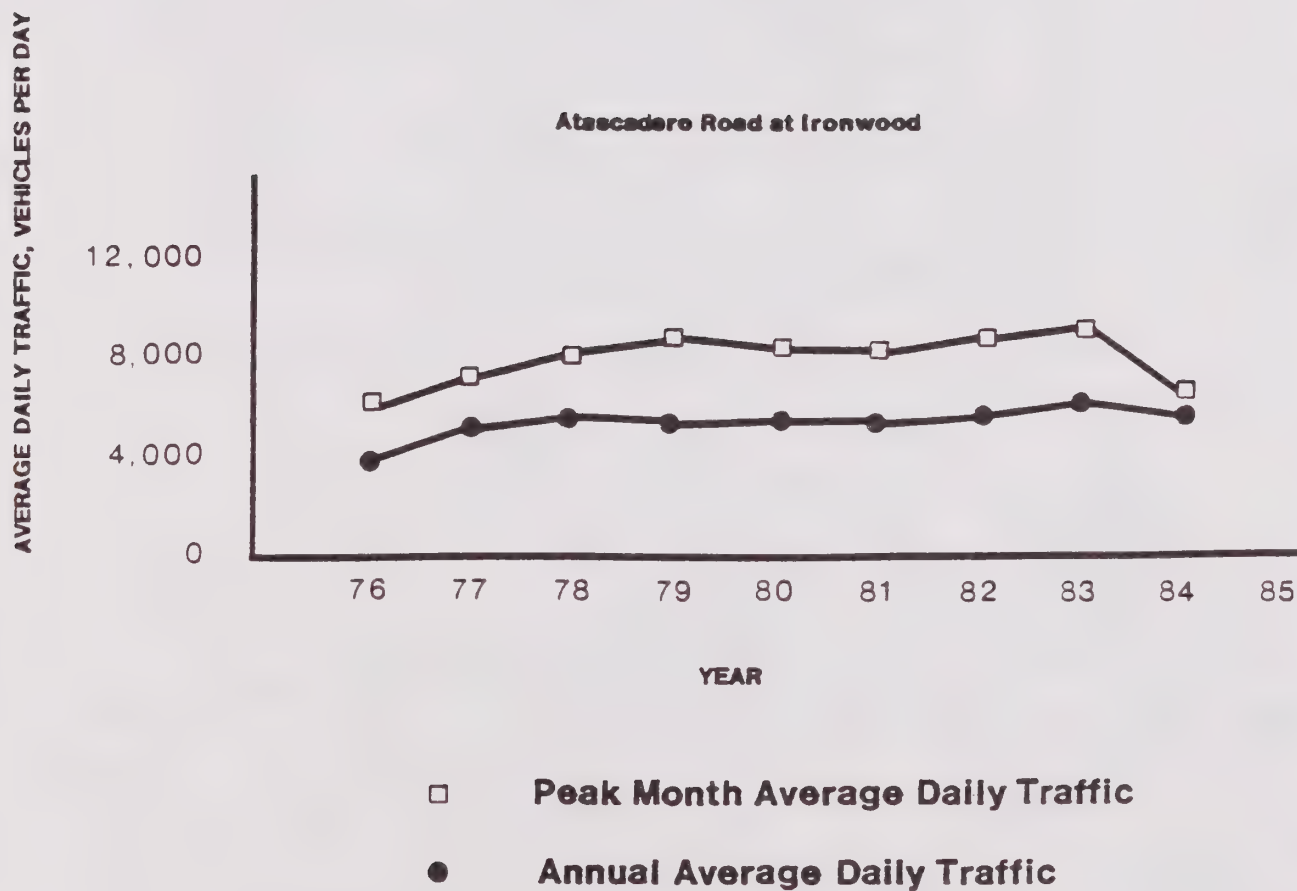


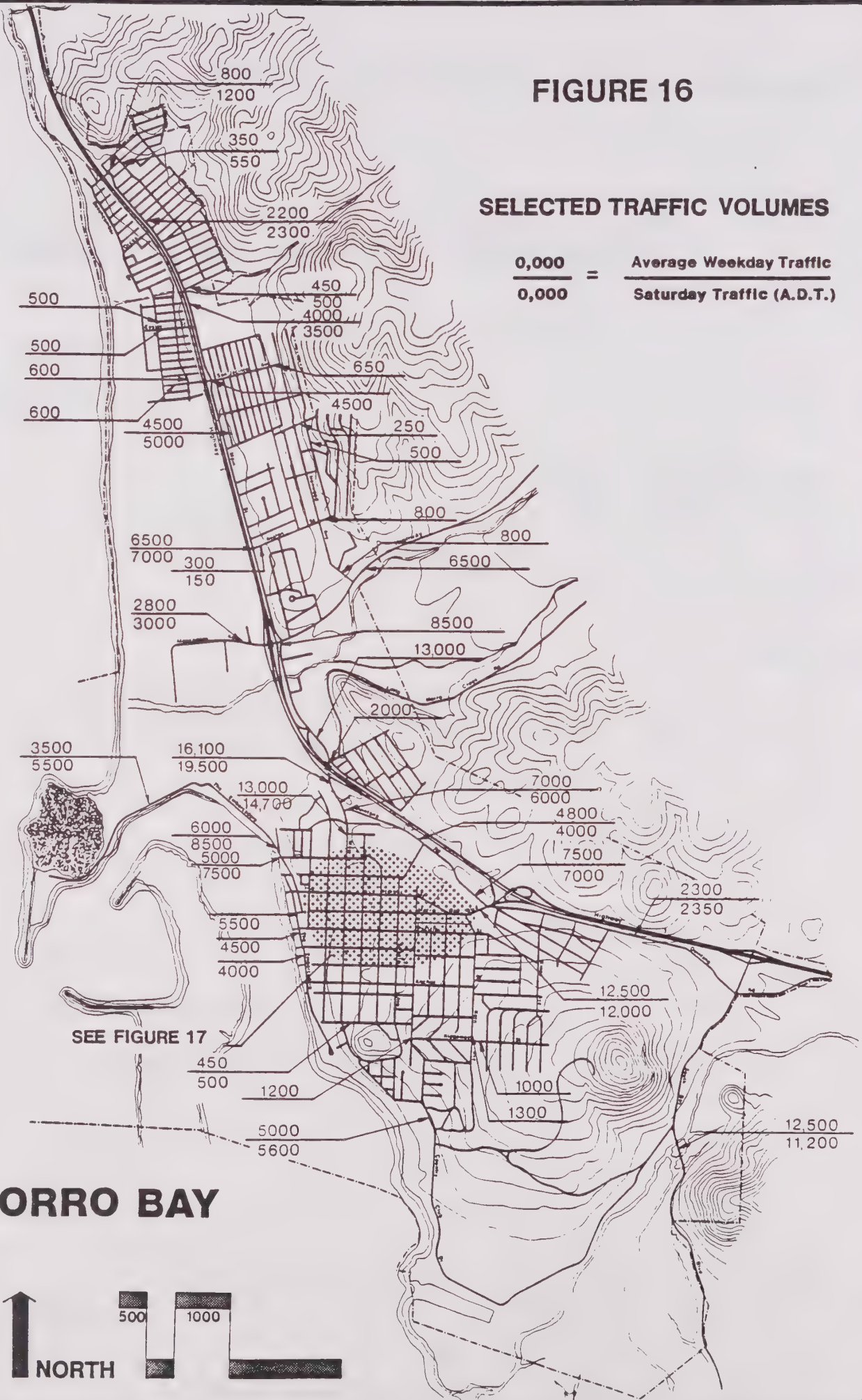
FIGURE 15

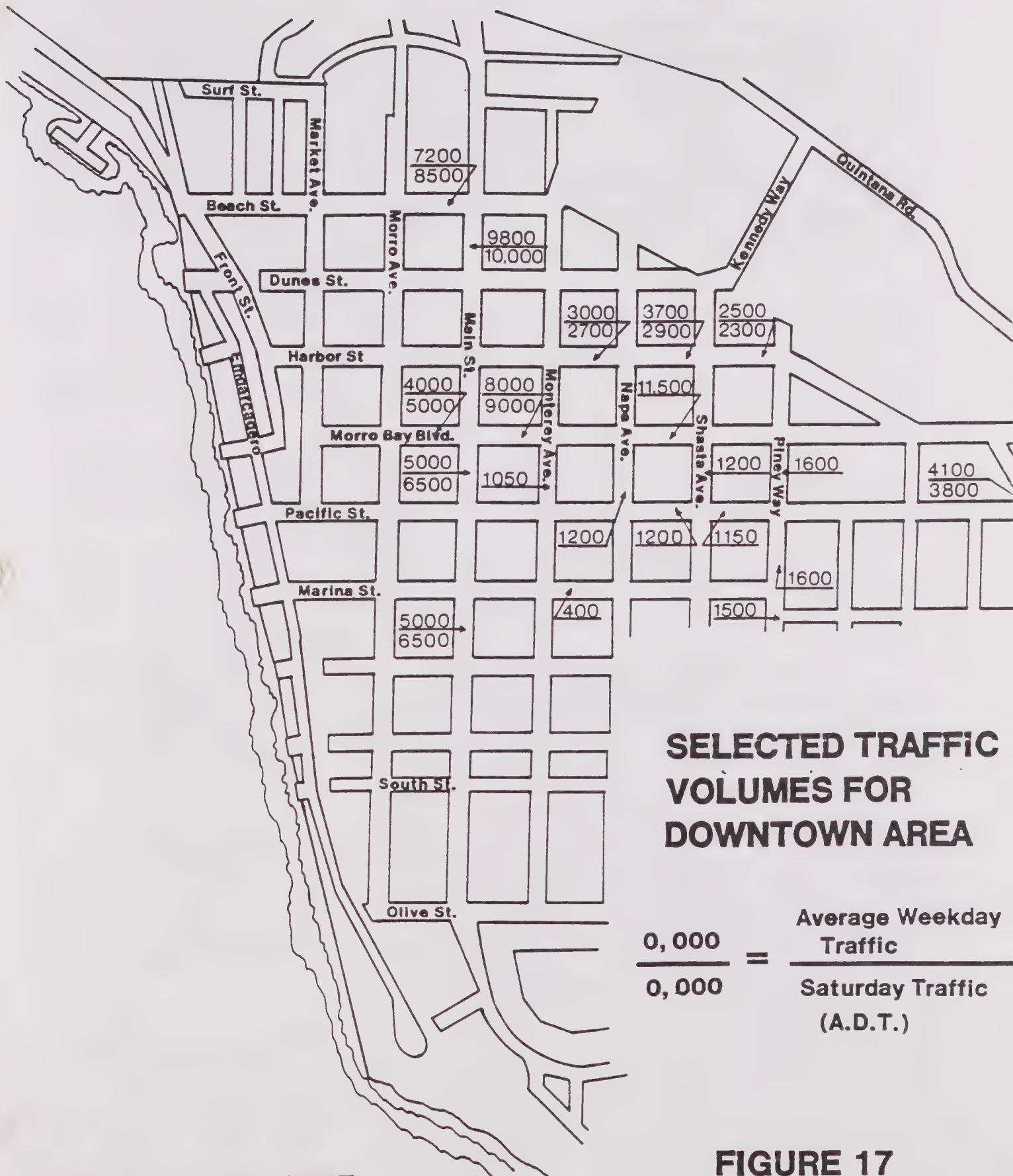


# FIGURE 16

## SELECTED TRAFFIC VOLUMES

$$\frac{0,000}{0,000} = \frac{\text{Average Weekday Traffic}}{\text{Saturday Traffic (A.D.T.)}}$$





**FIGURE 17**

3. Traffic Generators: There are a number of major generators of vehicular traffic in Morro Bay. As the City develops, some will become even more important and other new sources of traffic will occur. However, the Downtown area and the Embarcadero will remain the primary traffic destinations. There will be new land uses in both areas and existing uses are expected to intensify as property values escalate. Therefore, access routes to these two areas must be continually re-assessed for adequacy to handle expected traffic loads. In some cases, new streets may be necessary to meet access needs.

As the central Downtown and the Embarcadero develop, the intervening tourist and commercial area will also infill and recycle with new restaurants and motel uses. Improvements such as signalization at the intersection of Morro Bay Boulevard and Main Street will be required. New parking facilities will also be necessary within this area as well as in the Downtown and the Embarcadero.

Other important commercial traffic generators include Quintana Road, north Main Street and the commercial and industrial area southeast of Main Street and Atascadero Road.

The beach recreation area at the terminus of Atascadero Road is expected to become more heavily used in the future. The beach, in combination with the nearby high school, park and skating rink, will attract an increasing amount of traffic.

Other lesser traffic generators include: Morro Bay State Park, with its museum, golf course, campground, marina and adjacent motel and restaurant; the eastern commercial section of Quintana Road; the local parks and elementary schools; and the convalescent hospital located at the north terminus of South Bay Boulevard.

While the Downtown and Embarcadero are expected to remain the primary traffic destinations, the other outlying traffic generators will tend to spread additional traffic on portions of the City's arterials that are not heavily used at present. These increases in traffic demand should be anticipated by the City and commensurate improvements should be made on each of the affected roadways to accommodate the increased traffic. (See Figure 18.)



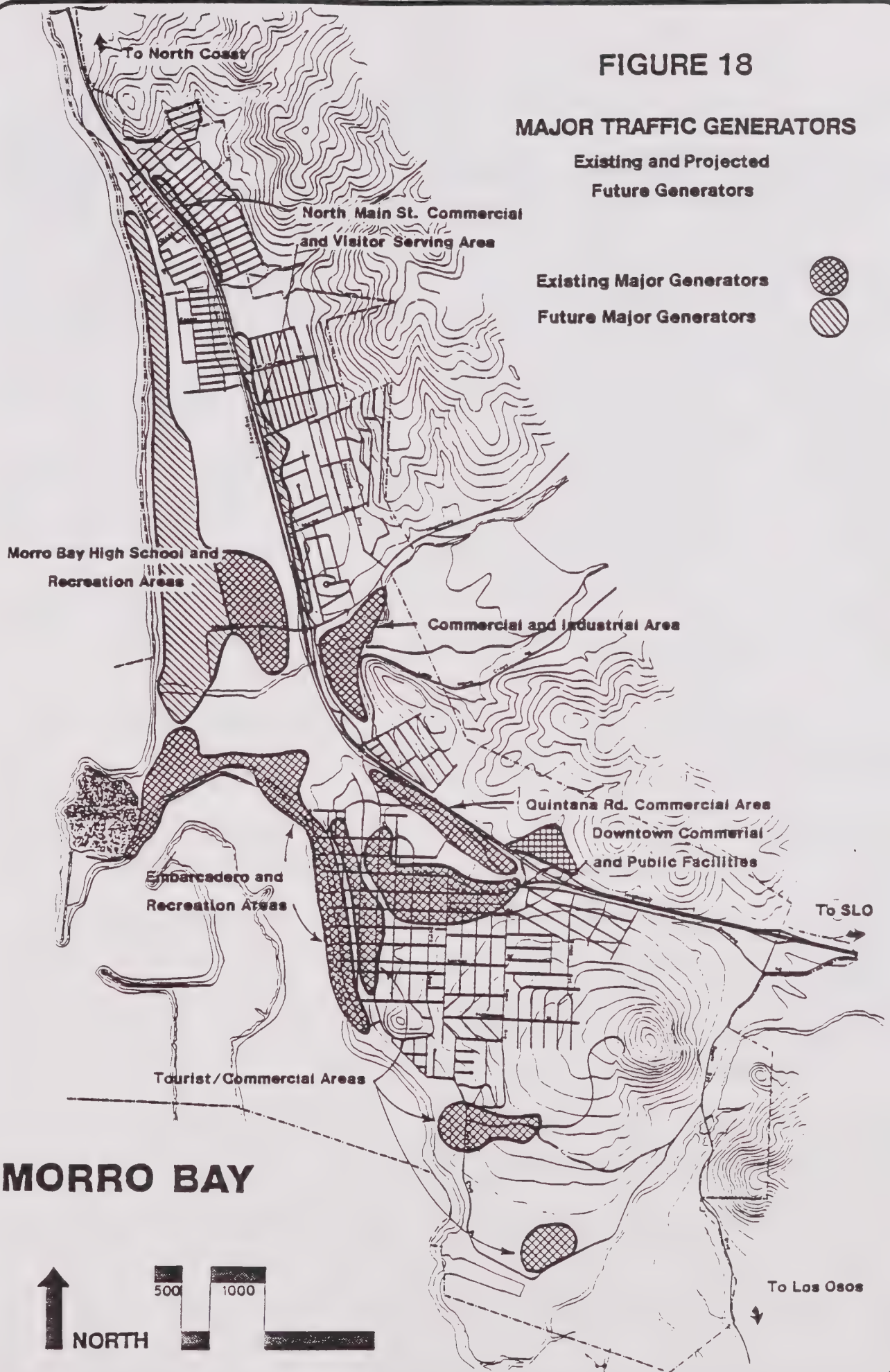
**FIGURE 18**

**MAJOR TRAFFIC GENERATORS**

Existing and Projected  
Future Generators

Existing Major Generators

Future Major Generators



b. ISSUES

1. Street Capacities: Traffic volumes on most streets in Morro Bay are well within their design capacities. With the exception of peak travel periods on Main Street, Morro Bay Boulevard and the Embarcadero, the level of service (LOS) on Morro Bay streets is expected to be relatively high for the near future. However, as development occurs in Morro Bay and in the communities of San Simeon, Cambria, Cayucos and the South Bay, increased traffic on some of the main arterials and state highways will create the need for roadway improvements.

Street sections carrying the highest traffic volumes are the segments on Main Street and Morro Bay Boulevard near Highway 1. As both are through streets with side streets controlled with stop signs, movement on the arterial streets is relatively unobstructed. As traffic volumes increase, the present moderate delays to side street traffic will become increasingly more severe and through street operation will be more affected by movements to and from the side streets than is the case today.

A street with congested operation during peak visitor traffic periods is Embarcadero between Beach and Marina Streets. The need for capacity improvements will be increasingly greater with future added traffic.

Intersection traffic controls are satisfactory for present volume levels, except at a few locations during the highest traffic periods. Intersections carrying the greatest volumes of entering movements are:

<u>Intersection:</u>	<u>Present Traffic Controls:</u>
Main St and Hwy 1 Southbound Ramp	Side street (offramp) stopped
Main Street and Quintana Road	Side street stopped
Highway 1 & San Jacinto Ave. (State Intersection)	Traffic signals
Morro Bay Boulevard and Quintana Road	Side street stopped
Beach Street and Main Street	4-way stop
Main St and Hwy 1 Northbound Ramps	Side street (offramp) stopped
Main Street and Morro Bay Boulevard	4-way stop
South Bay Boulevard and State Park Road	Side street stopped
Embarcadero and Beach Street	4-way stop
Main Street and Atascadero Road(Hwy 41)	4-way stop



The City recognizes that the Morro Bay Boulevard, Quintana Road, State Highway One complex interchange/intersection does not operate efficiently. Caltrans has identified necessary modifications to improve safety and traffic flow. (a Report on Traffic Engineering Services for the City of Morro Bay, April 1978:) (LCP 94)

The City is now considering geometric revisions and installation of traffic signals at Morro Bay Boulevard and Quintana Road (north leg). Traffic signals have been recommended in earlier studies at Main Street and Quintana Road. Geometric improvements are planned at South Bay Boulevard and State Park Road and the present side street stop control is satisfactory for the immediate future with those improvements.

Present traffic control at the two intersections of Main Street and Highway 1 ramps is satisfactory. At the northbound ramp intersection, where traffic volumes are quite high, the major movement from the off ramp is a right turn, so that conflict levels are moderate. However, sight distance improvements would be desirable, and the capacity on Main Street south of the intersection can be increased by restriping for an added lane.

The existing four-way stop controls are satisfactory at the locations listed. Intersection operation would not be improved by upgrading with traffic signals. However, to provide some platooning of arterial flow and, thus, create better opportunity for side street traffic to enter or cross at intermediate intersections, it may be desirable in the future to install traffic signals at intersections on Main Street and Morro Bay Boulevard which are suitably spaced to permit coordinated traffic signal operation. (See the Street System Master Plan, Figure 27, for potential traffic signal locations.)

2. Traffic Accidents: Fortunately, the City of Morro Bay enjoys a relatively low accident rate. In fact, between 1982 and 1984, reported accidents have actually decreased; from 157 in 1982, 122 in 1983, to 111 in 1984. There are very few points of repeated accidents. Only the intersection of San Jacinto and Highway 1, the only signalized intersection in town and under the jurisdiction of CalTrans, experienced two or more accidents in each of the last three years. (See Table 1 and Figure 19.)

In addition to the intersection of Highway 1 and San Jacinto Avenue, other locations experiencing some recurring accident history include the intersections of Morro Bay Boulevard and Quintana Road, South Bay Boulevard and State Park Road (also known as Country Club Drive), Harbor Street and Main Street, Beach Street and Main Street, Quintana Road and Main Street,



Radcliff Street and Main Street, and Atascadero Road and Main Street. Pedestrian and bicycle accidents were reported on several streets, although there were no concentrations in any one area. The Twin Bridges area along South Bay Boulevard has also experienced multiple accidents.

A high percentage of the reported vehicle accidents involved parking maneuvers. This is probably due, in part, to the large number of on-street parking spaces, the lack of off-street parking and the large number of tourists who are unfamiliar with their surroundings.

Factors which can contribute to accidents include:

1. Driving under the influence of alcohol or drugs.
2. Driver error.
3. Sight visibility problems caused by obstructions or grade changes.
4. Awkward intersections with improper geometrics.
5. Confusion created by distraction or by either too many or not enough informational signs or by multiple intersecting streets at close intervals.
6. Improper street maintenance resulting in chuck-holes, lack of pavement markings, etc.
7. Weather conditions causing poor visibility or slippery streets (fog, rain, etc.)
8. Other special factors such as a child's ball rolling into the street.
9. A combination of any of the above.

The City has little or no control over factors 1, 2, 7 or 8. Items 3 through 6 should be rectified whenever feasible. Obviously, some conditions are beyond the scope of the City's capability. However, for those conditions which can be remedied, a program for their correction should be established. For instance, the City currently has a program for overlaying certain streets to improve pavement conditions. Streets being constructed by new development are required to meet stringent construction standards to ensure that they are both safe and have longevity. Public signs should be clear and readily visible. Commercial signs, likewise should be clear and readable, not cluttered or distracting.

There are locations with higher than average accident potential, even though the past accident history may be satisfactory, because of features such as topography, roadway geometrics, roadside distractions or obstructions, and driver behavior. Among those locations are:

- \* The off-set intersections on Morro Bay Boulevard at Quintana Road and Highway 1 ramps where a series of conflicting movements occur in a short distance, some vehicles are traveling at relatively high speeds, and some drivers are unfamiliar with the street conditions.

- \* Intersections on Highway 1 in north Morro Bay, where movements to and from side streets are in conflict with highway traffic.
- \* Main Street and Quintana Road, where sight distances south of the intersection are restricted, street grades affect vehicle operation, and traffic volumes are high.
- \* Intersections adjacent to Highway 1 where operation is affected by the limited separation from the highway.
- \* Locations where steep grades affect vehicle operation and restrict sight distances, such as in some hillside residential areas and on some side streets entering the Embarcadero.
- \* Locations in residential areas where streets intersect at acute angles and where sight distance is obstructed by shrubbery, trees and fences.
- \* Downtown intersections on Main Street and on Morro Bay Boulevard where visibility from side streets is sometimes obstructed by parked vehicles.

TABLE 1  
REPEAT ACCIDENT LOCATIONS<sup>1</sup>

<u>LOCATION</u>	<u>ACCIDENTS REPORTED</u>			
	'82	'83	'84	TOTAL
Highway 1 and San Jacinto Ave. <sup>2</sup>	5	2	2	9
Highway 1, Morro Bay Blvd. at Quintana Rd. <sup>2,3</sup>	1	3	3	7
South Bay Blvd. & State Park Rd.	4	0	2	6
Harbor St. & Market Ave.	3	2	1	6
Main St. & Quintana Rd.	0	3	2	5
Main St. & Radcliff St.	1	1	2	4
Highway 1 & Yerba Buena St. <sup>2</sup>	2	2	0	4
Beach St. & Main St.	1	0	3	4
South Bay Boulevard near Twin Bridges	0	1	3	4
Atascadero Rd. & Main St.	1	2	0	3
Main St. & Hwy. 1 Northbound Ramps	1	2	0	3
Beach St. & Market Ave.	0	2	0	2
Dunes St. & Monterey Ave.	0	0	2	2
Harbor St. & Morro Ave.	2	0	0	2
Kern Ave. & Pacific St.	2	0	0	2
Monterey Ave. & Pacific St.	0	2	0	2
Quintana Rd. & So. Bay Blvd.	0	2	0	2

1. Locations having two or more reported accidents in one or more of the last 3 years. Non-intersection accidents are excluded, except for South Bay Boulevard near Twin Bridges.

2. State highway intersection.

3. Combined as one location for this tabulation.



TABLE 2

## PEDESTRIAN AND BICYCLE ACCIDENTS, 1982-1984

b2

	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>TOTAL</u>
Pedestrian Accidents	1 (1)	5 (3)	4 (0)	10 (4)
Bicycle Accidents	3 (2)	4 (1)	7 (2)	14 (5)

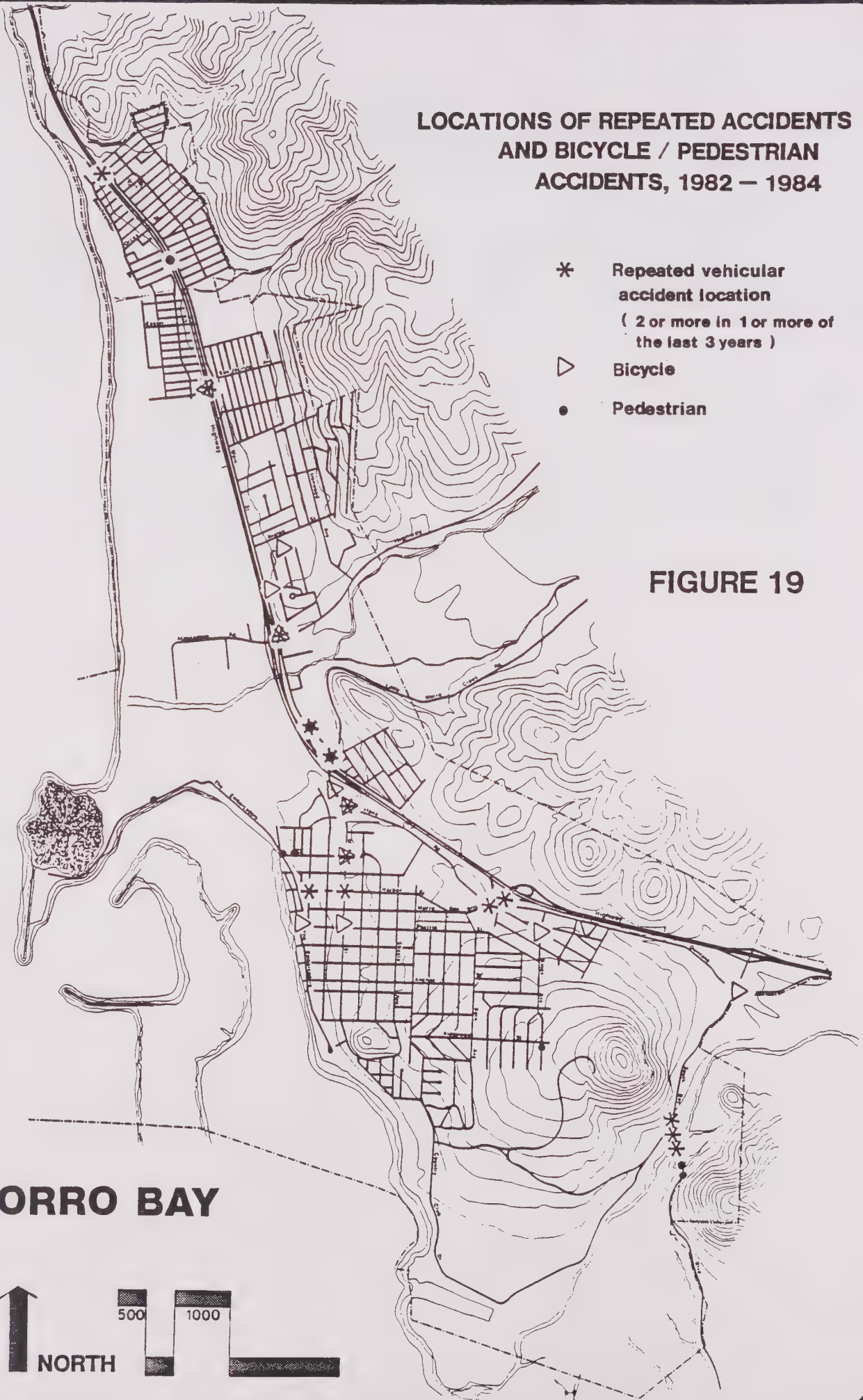
- 
1. Number in parenthesis indicates number of accidents involving a violation by the pedestrian or bicyclist.
  2. Table 2 includes bicycle and pedestrian accidents.

**LOCATIONS OF REPEATED ACCIDENTS  
AND BICYCLE / PEDESTRIAN  
ACCIDENTS, 1982 — 1984**

- \* Repeated vehicular  
accident location  
( 2 or more in 1 or more of  
the last 3 years )
- ▷ Bicycle
- Pedestrian

**FIGURE 19**

**MORRO BAY**



3. Traffic Operations: Most Morro Bay streets operate under relatively free-flow conditions at all times. There are few locations with congested operation, chronic delay or serious conflict. Despite that fact, there are some street sections and intersections where traffic operation is not satisfactory at times, or where operating conditions will be poor when traffic volumes have increased.

Potential problem locations have been identified in earlier studies and a number of corrective actions have been recommended. In some cases, improvements have been made; in others, conditions have not yet deteriorated to the point requiring correction; in still others, proper corrective measures are quite costly delaying implementation; and finally, some measures will have other kinds of adverse consequences which could outweigh the circulation system benefits.

#### Morro Bay Boulevard and Main Street

As noted previously, the street arrangement and land use pattern has resulted in a concentration of traffic on the two major routes, Morro Bay Boulevard and Main Street. Traffic is heaviest on both routes between the Downtown and the intersection of each street with Highway 1.

Traffic usually flows freely on both streets except at the two points of control (their intersection and the intersection of Main and Beach Streets, both controlled with 4-way stop signs). The resulting random flow pattern in each direction can sometimes cause comparatively long intervals between openings sufficient for side street traffic to enter or cross. This is particularly true where cross-corner sight distance is restricted by an obstruction such as a parked vehicle, as is often the case in the more densely built-up sections on each street.

Both streets have adverse geometric conditions at and near Highway 1. On Morro Bay Boulevard, there is a series of close-spaced intersections between Highway 1 and Harbor Street with complex movement patterns in a location where some drivers may have difficulty adjusting from freeway driving conditions and others may be confused about their desired travel route. A sight distance restriction in one section increases the driving task complexity.



There are few driveways in the busier downtown sections of Morro Bay Boulevard and Main street, but there are short distances between intersections so that left turns from the through street can occur at frequent intervals. Traffic back-up sometimes develops behind vehicles waiting to turn left at two-way stop intersections. This occurs most frequently on Main Street at Harbor Street and at Quintana Road, and on Morro Bay Boulevard at Quintana Road. Elsewhere, there rarely is more than one or two vehicles stopped behind one waiting to turn left. As traffic volumes increase, acceptable gaps in opposing traffic will appear less frequently and flow disruption from this cause will be more serious.

**FIGURE 20**

**SELECTED PROBLEM AREAS**

**Major**



**Moderate**



*(Note: This map is not all-inclusive.)*

*There are many other other problem areas.*

*This map portrays the more important locations*

**State Highway  
Intersections**

**MORRO BAY**



County is responsible  
for this area of  
South Bay Blvd.

Near Highway 1 on Main Street, the barrier effect of Main Street traffic is magnified by the very heavy traffic flow. In addition, the grades at intersections can affect vehicle performance, and the hills and street curves can impair sight distances at the intersection of Main Street and Quintana Road and near the Highway 1 undercrossing.

In this section, observed delay conditions are most severe for the left turn entering Main Street from Quintana Road. Elsewhere along Main Street, side street traffic back-ups are found most frequently on Harbor Street, especially involving eastbound through and left turn movements. Similar problems are expected to develop on other streets crossing both Main Street and Morro Bay Boulevard as development intensities increase within the Downtown.

The northern portion of the City has developed in a linear pattern along Highway 1 and adjacent Main Street, with those two facilities providing the only through routes. The residential areas have developed in enclaves, most with streets in a rectangular grid with little or no access between sections, except by way of Main Street. Thus, the residential areas are largely free of through traffic, but the linear pattern results in relatively long travel distances for some trips.

Main Street functions as both an arterial route with business frontage on most of its length, and as a collector street with frequent intersections and closely-spaced conflict points. The number of driveways on Main Street should be minimized.

Access to two residential areas is constrained. The Harbor Front Tract, east of and adjacent to Highway 1 at the Main Street undercrossing, has a single access to Main Street (Radcliff Street), and the access point is poorly located. The larger West Atascadero Beach Tract located west of Highway 1 and north of San Jacinto Avenue has external access only via at-grade intersections on Highway 1. Local traffic movement is in conflict with the heavier through traffic on the highway. Accident potential is high at such access points.

A distinctive feature of Morro Bay's circulation system is the limited accessibility and capacity between the southern and northern sections. All such movement must take place on Main Street or Highway 1. Consequently, Main Street carries a very high traffic volume south of Highway 1, in a section characterized by adverse geometric features. The connection of the Embarcadero to Atascadero Road would significantly improve the conditions on this portion of Main Street.



## Embarcadero

Street connections to this tourist destination point and center of marine-related activity are at irregular intervals. Some streets, such as Beach and Dunes Streets, have steep grades and poor sight distances at intersections. Traffic tends to be concentrated on the few streets connecting the Embarcadero and Main Street. The two ends of Embarcadero-Coleman Drive are long, dead-end sections. In event of a major emergency, accessibility could be severely hampered.

During peak visitor periods, traffic on Embarcadero between Beach and Marina Streets is congested, with low travel speeds and close vehicle spacing, even though volumes are low. Vehicular movement is affected by sightseeing traffic and by frequent disruptions by pedestrians crossing Embarcadero and side streets, and by parking maneuvers and driveway movements, and by double-parked delivery trucks.

Although the quality of present vehicle/traffic operation during peak periods is poor by most standards, it is typical for an accessway in a popular tourist and recreation center. However, increased traffic could result in an unacceptable condition. It may be desirable in the future to eliminate street parking in some areas to remove one source of conflict. Pedestrian facilities should be improved. The present sidewalk width is inadequate for the high pedestrian volumes, particularly on the west side of the street. (See "Pedestrian" section.)

The Embarcadero makes two 90 degree turns in the section between Pacific and Beach Streets. These curves create a cramped turning radius for large vehicles, such as delivery trucks and motor homes, and the sight distance is restricted at the westernmost corner. If the Embarcadero was realigned to follow Front Street south of the extension of Dunes Street, it would be possible to eliminate the 90 degree turns. The old Embarcadero right-of-way could then be used to provide parking and a pedestrian way. An additional benefit would be added safety for many pedestrians because they would not have to cross the street between the parking area and the commercial uses. See the "Parking" section for additional information on this proposal.

The areas of the Embarcadero northwest of the intersection of Beach Street and south of the intersection with Marina Street each have only one means of access. Additional street connections should be provided in the sections north of Beach Street and south of Marina Street. Among other benefits, this would reduce the amount of traffic on existing access streets. An extension of the Embarcadero to Highway 41 would be particularly beneficial in reducing the loading on the high volume section of Main Street (Highway 1 to Beach Street).

## Highway 1

There are four at-grade intersections on the expressway section of Highway 1 in the north section of the city. All traffic entering and leaving the residential area west of the highway must do so at those points. Geometrics of each of these intersections are relatively good. However, traffic volumes and travel speeds cause problems, particularly at Yerba Buena Street and at San Jacinto Street. The Regional Transportation Plan, prepared by San Luis Obispo County's Council of Governments, calls for eventual construction of traffic signals at the Yerba Buena Street intersection.

The existing grade-separated intersections along the central and southeastern portion of the city are all adequate to meet the needs of the next fifteen years. However, there will be a need to make some changes at the Morro Bay Boulevard interchange to accommodate the redesign of the Morro Bay Boulevard-Quintana Road intersection. The northbound offramp will require re-alignment if the area east of Highway 1 should develop in the future.

## Other Street System Problems

In addition to the problems with specific areas of the street system addressed in the previous sections, there are a number of general problems with the local street system within the residential areas of the city:

- \* Some existing cul-de-sac streets lack adequate turn-around space which makes it difficult for vehicles to turn around at the ends of the cul-de-sac. Adequate turn-a-rounds are particularly important for proper emergency vehicle access. The radius of new cul-de-sac bulbs should be as shown on the accompanying diagrams.
- \* Some existing cul-de-sacs are excessively long which creates longer automobile trips and potential problems for emergency vehicle access. New cul-de-sacs should not exceed 1,000 feet in length nor serve more than 20 residences.
- \* Some existing streets have excessively steep street grades. Some heavy emergency vehicles have difficulty in negotiating street grades in excess of 15 percent.
- \* Some local streets in north Morro Bay have double frontage lots resulting in an excessive amount of land being utilized for the circulation system. Diagrams in the following section describe several generalized alternatives for putting this land to more productive use.

- \* Many of the existing streets in Morro Bay have inadequate street pavement widths based upon the current street system standards. This may limit the amount of available on-street parking and restrict the available area for pedestrians and bicyclists in some areas.
- \* Many streets lack curb, gutter and sidewalk improvements. Curbs and gutters may be necessary in areas which experience street drainage problems. Sidewalks may be necessary in areas of significant pedestrian usage. (See the "Pedestrian" section.)
- \* Many streets have poor pavement conditions due primarily to the age of the streets and lack of adequate base and paving thickness. The City has programs to continually upgrade existing street paving surfaces.
- \* Some existing residential streets exhibit poor geometrics, especially the intersection of streets at acute angles such as is demonstrated on south Main Street and the hillside streets in north Morro Bay. When possible, streets should always intersect at perpendicular angles.

Few of these problems can be easily corrected. Some solutions involve high costs or severe impacts on adjacent land uses. Two things can be done by the City: 1) Enforce adequate street construction standards and zoning standards so that future development will not perpetuate these present conditions; and 2) continue to upgrade street maintenance programs and form improvement districts to fund street improvement programs.

The streets where double-frontage lots occur are not easily solved because there is usually no consistent orientation of homes to either of the two surrounding streets. The City could, as one alternative, change every other intervening street into an access alley, thus reducing the number of through-streets in half while still providing access for those homes which have garages on the alley side of the lots. Where orientation of homes to one of the two surrounding streets is consistent for all or most of the existing units, it may be possible to eliminate one of the streets and add that area to the yards of all of the units. (See Figure 26.)

4. Truck Routes: The movement of trucks on City streets is not presently a serious problem in Morro Bay. The most troublesome feature of truck operation is the occasional double parking of delivery vehicles, particularly in the Downtown and the Embarcadero. This problem might be alleviated by providing on-street loading zones in fully developed areas and by requiring suitable off-street loading space in all new development that will have regular deliveries. (See also "Parking" section.)



In the event that truck traffic becomes a problem on City streets in the future, the City should then consider adopting an ordinance designating specific streets such as Morro Bay Boulevard, Main Street and Quintana Road as through truck routes. Thus, trucks not having destinations in Morro Bay would be restricted from using City streets other than those designated as truck routes. Trucks which make deliveries to properties in Morro Bay would not be subject to this restriction. Figure 21 illustrates potential truck routes.

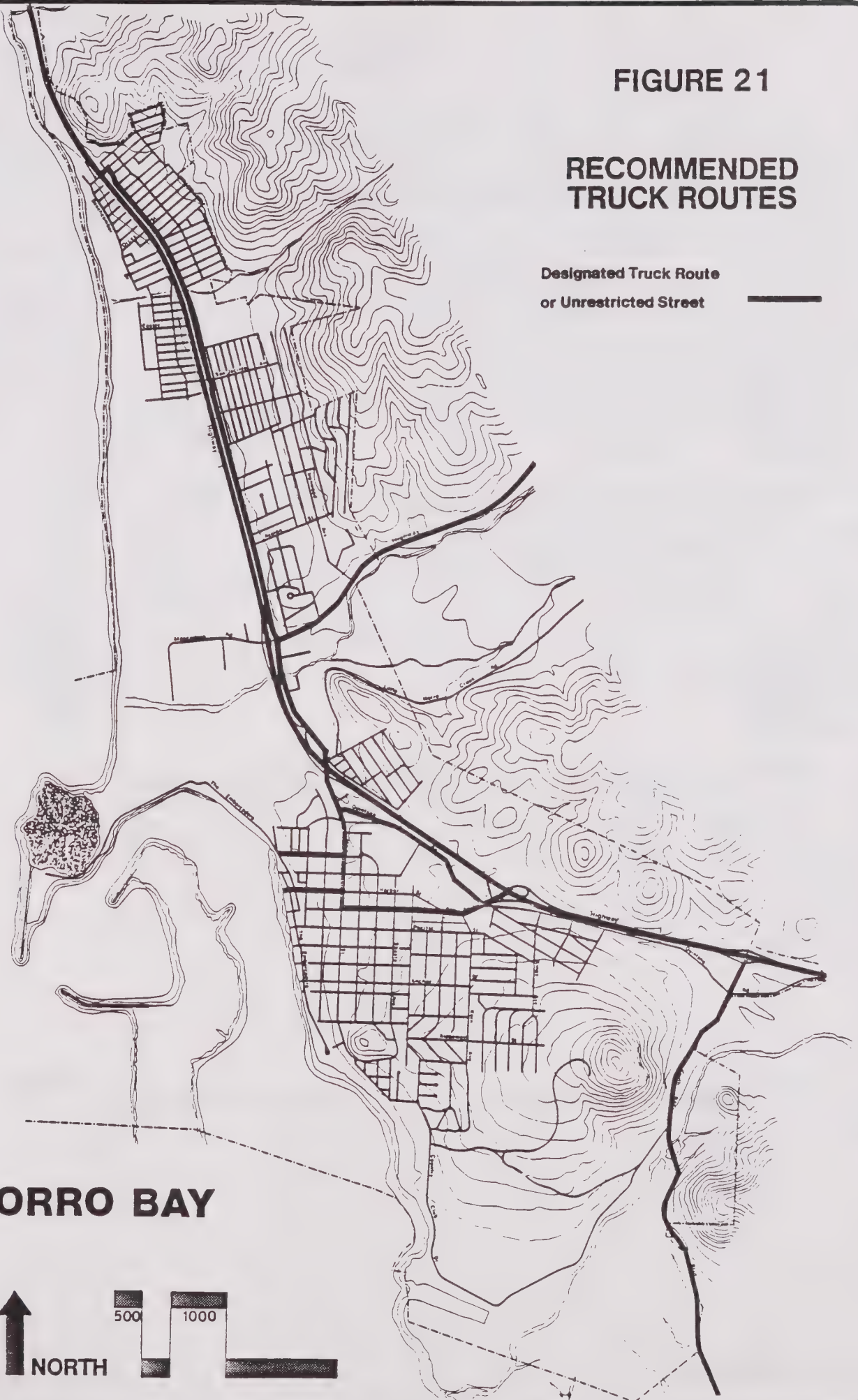
The truck routes recommended on the Plan are not for use by the new supertrucks allowed on some highways. There are no streets in Morro Bay which can accommodate supertrucks.

**FIGURE 21**

**RECOMMENDED  
TRUCK ROUTES**

Designated Truck Route  
or Unrestricted Street

**MORRO BAY**



5. Aesthetics: Morro Bay's prominence as a tourist destination point is due, in part, to the beauty of the City. Important among the visual elements that produce that impression on the visitor is the appearance of the streetscape. While street trees, park areas and handsome buildings enhance the landscape in some areas of the City, other areas are in need of improvement. For example, additional landscaping and undergrounding of utilities are sorely needed along the section of the Embarcadero north of Beach Street. There is a project underway to underground this section in 1986-1987. The stark appearance of the north portion of Main Street will be helped by the soon to be implemented Highway 1 planting program. Other streets could also benefit from similar programs, especially Main Street and Morro Bay Boulevard in the Downtown. (See also "Pedestrian" section.)

Plantings could also be used to form screens to block views of obtrusive land uses, such as the P.G.&E. power plant, from nearby residential areas. On other streets, where there are scenic views of the ocean, beaches and Morro Rock, those views could be enhanced by the judicious use of low ground covers and shrubs as well as by open or lacy trees which do not block views. (Refer to the Scenic Highways Element and Visual Resources Section of the Local Coastal Plan for additional information on aesthetics.)

c. STREET SYSTEM DESIGN CRITERIA SUMMARY

Some of the City's existing street design standards are old and in need of re-assessment. The following street design diagrams are intended as a guide for the development of new standards. Dimensions given are generalized and actual standards may differ depending on variables such as traffic demand, topography, restricted right-of-way, adjacent land uses and other factors.



# ARTERIAL STREET

## FUNCTION:

Interconnects major activity centers and residential areas.

On-street parking is discouraged, except where off-street parking is inadequate and infeasible to provide.

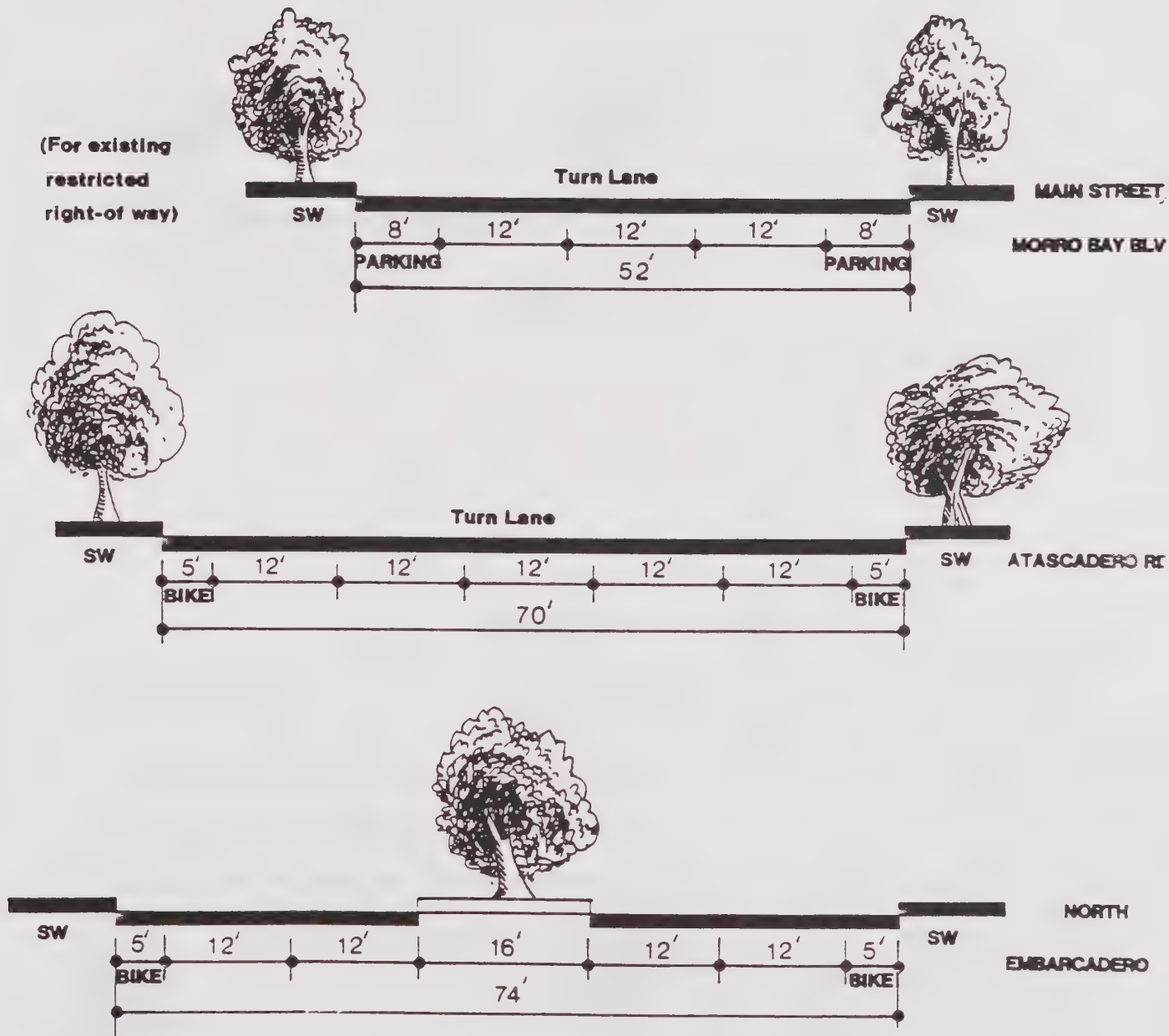


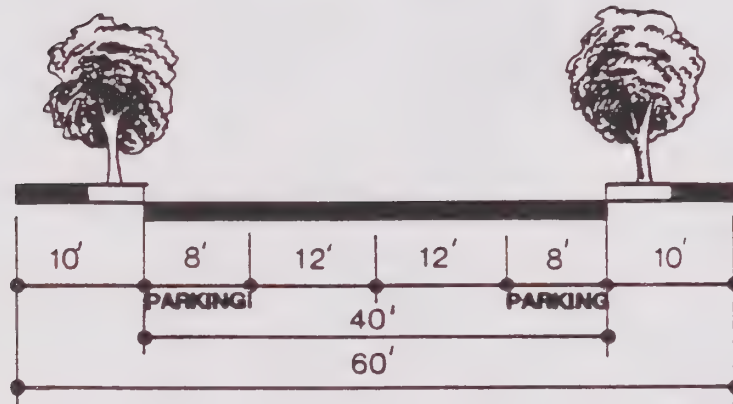
FIGURE 23

# TYPES OF CITY STREETS AND THEIR FUNCTIONS:

## LOCAL STREET

### FUNCTION:

Directly serves residential uses and businesses. Channels traffic to collector and arterial streets. Handles only limited traffic.



## COLLECTOR STREET

### FUNCTION:

Collects Traffic from local streets and channels it to arterial streets. Pavement widths indicated for new streets and existing streets only

where adequate ROW exists.

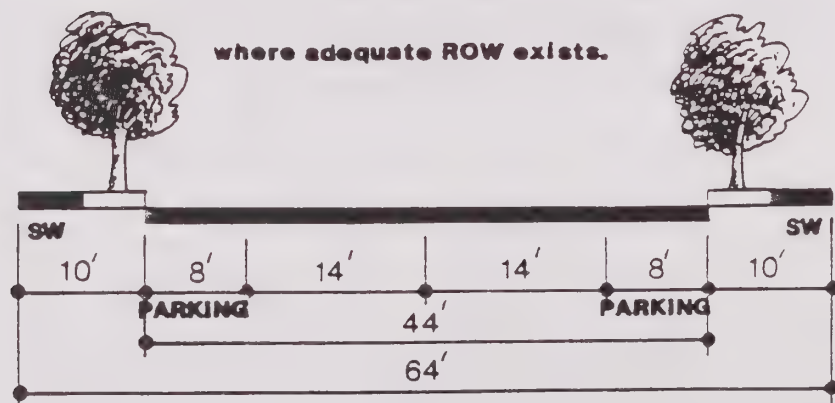


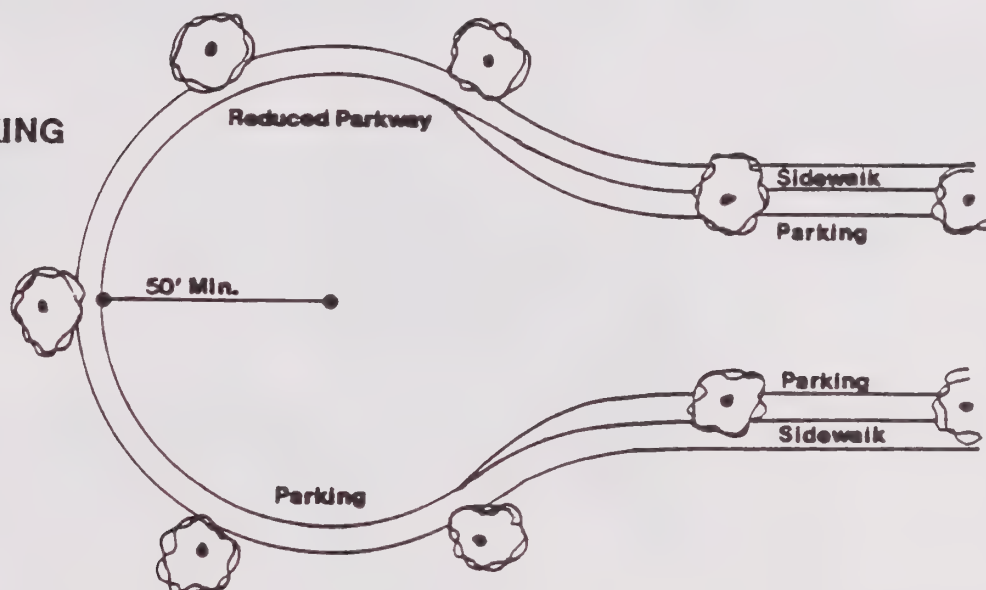
FIGURE 22

# ALTERNATIVE TURN-A-ROUNDS FOR CUL-DE-SACS:

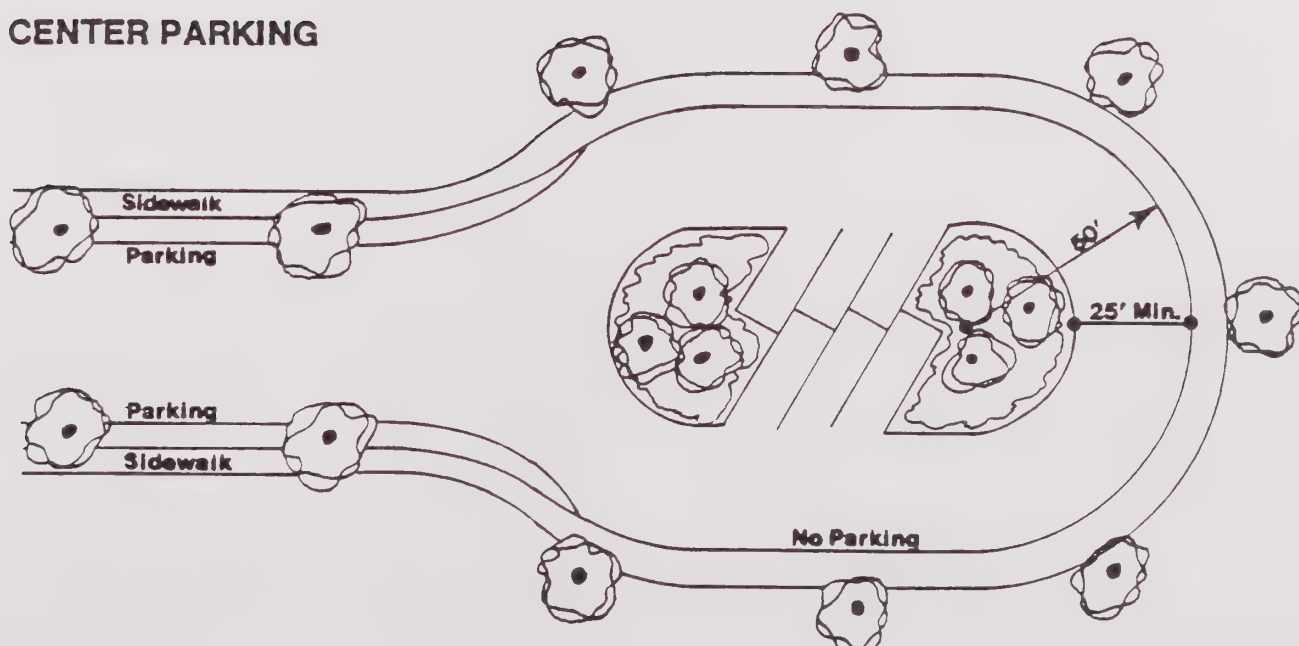
## APPLICABILITY:

ALL DEAD-END STREETS WHERE FEASIBLE

### PERIMETER PARKING



### CENTER PARKING





# SPECIAL CONDITIONS:

## HILLSIDE STREET EXAMPLE

### APPLICABILITY:

Very steep slopes. Over 15 to 20% cross-slope.



# ALTERNATIVES FOR LOCAL STREETS HAVING DOUBLE FRONTAGE LOTS:

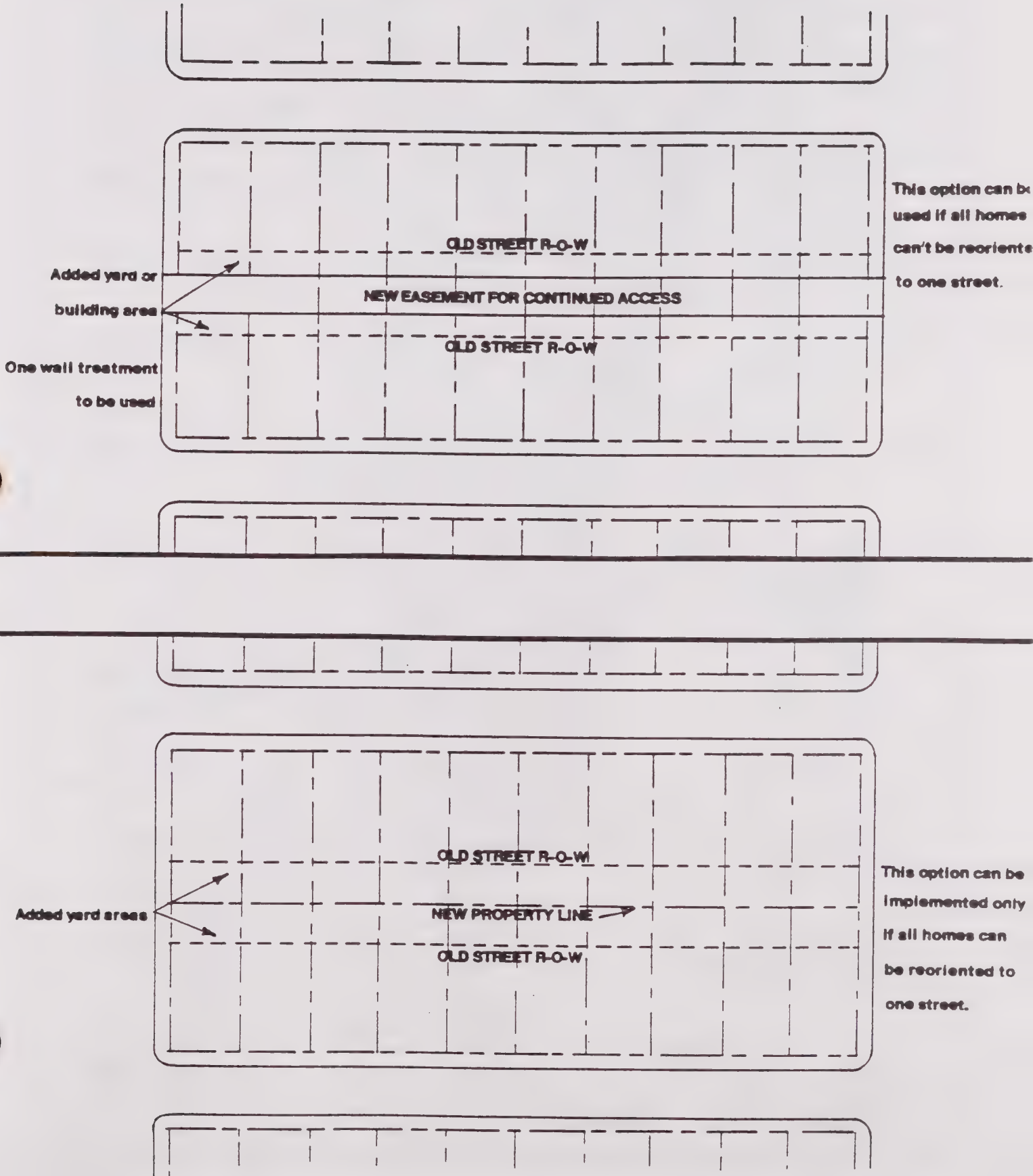


FIGURE 27

# STREET SYSTEM MASTER PLAN

Existing Proposed

State Freeway & Expressway



NA

Arterial Street



Collector Street



Local Street



Traffic Signal



Location of this road should avoid most sensitive areas.

State maintained

County maintained

Final location of arterial through Morro Bay State Park to be determined after completion of the State Master Plan

## MORRO BAY



NORTH

500

1000

County

maintained



**TABLE 3**  
**SEQUENCE OF MAJOR STREET IMPROVEMENT PRIORITIES**

	<b><u>STREET OR LOCATION</u></b>	<b><u>PROJECT DESCRIPTION</u></b>	<b><u>APPENDIX PAGE NO.</u></b>	<b><u>COMMENTS</u></b> (See also Appendix A)
1.	Morro Bay Blvd. intersection Quintana Rd. and Hwy 1	a. Revise Intersections b. Install Traffic Signals	A-6 A-6	City funded with Cal-Trans assistance (Potential use of road development fees)
2.	Main Street - Quintana Road	Install Traffic signals, widen and channelize	A-11	City funded (Potential use of road development fees). Maybe deferred if Embarcadero is extended to Atascadero Road.
3.	Piney Way Extension Kennedy Way-Dunes St.	Extend Piney Way to Kennedy Way and re-align Kennedy Way	A-10	Construct as condition of approval of adjacent development.
4.	The Embarcadero South connection	Extend South St. or Morro St.-Olive St. to connect with the Embarcadero	A-3	Construct as condition of approval of adjacent development.
5.	South Bay Blvd. Hwy 1 to south City Limit.	a. Construct bridge b. Construct shoulders c. Widen with additional lanes.	A-17	City-County, joint project.
6.	The Embarcadero Between Marina and Beach St.	Widening and re-alignment of section between Pacific St. and Beach St. (including parking)	A-4	Funded by Embarcadero Improvement and/or in-lieu fees.
7.	Morro Bay Blvd., Main to Hwy 1	a. Widen b. Install traffic signals	A-8	Funded by Downtown Improvement District and/or in lieu fees.
8.	Main Street. Olive St. to Piney Way	Widen, construct sidewalks, re-align and revise intersections.	A-13	Funded by City with assistance from road development fees.
9.	Access west of Hwy 1. North of Atascadero Rd.	Construct road paralleling Hwy 1 and install traffic signals.	A-19	Improvements to be constructed as a condition of adjacent development.
10.	Atascadero Road Main St.	Eliminate northbound Hwy off-ramp and substitute hook ramps to the south or re-align Main St. and construct traffic signals.	A-23	City funded (Potential Use of road development fees) with possible assistance from Cal Trans.
11.	Main Street-Radcliffe intersection	Re-align connection of Radcliffe St. with Main St.	A-21	Improvements to be constructed as a condition of development east of Main Street.

#### 4. PARKING

##### A. EXISTING CONDITIONS

Almost every land use generates a need for parking. The amount, location and physical arrangement of parking is crucial in the successful implementation of the Land Use Element. In recognition of this fact, Morro Bay has instituted comprehensive regulations requiring adequate parking for new land uses. Many of the existing uses, however, were developed at a time when the City's regulations were not as strict and therefore, many existing uses have inadequate parking.

This Plan provides possible solutions to solve parking problems for existing developed areas and identifies solutions for any shortcomings in the current parking regulations.

##### a. General

Parking is accommodated for each land use either on the street or off the street or a combination of both. In the case of residential areas, usually one or two spaces per unit are provided on the property within garages or carports. These spaces are almost invariably for the use of the residents' own vehicles. Additional vehicles are generally parked on the street.

The situation for general commercial, visitor-serving, industrial and institutional uses is not as simple. In some cases, all of the parking for the use is located on the property in a parking lot. In other cases, there are few or no on-site spaces. For these uses, parking must be accommodated on the street. The current City parking standards require new uses to provide adequate on-site parking. For that reason, the newer developments have adequate off-street parking. However, older developments predominate and most have inadequate off-street parking.

Parking is particularly important to the success of the two major commercial districts of the City: the Downtown and the Embarcadero. An analysis was made of the existing parking characteristics of these two areas.

##### 2. Downtown

In aggregate, the Downtown commercial uses form the prime shopping center for the community of Morro Bay. Although the Downtown is the central commercial hub of the community, many blocks are only developed to a small percentage of their potential. Little-by-little, the long-vacant commercial lots are being built upon and some of the small obsolete structures are being removed and replaced by new larger commercial

buildings. These new developments each have their own individual landscaped parking lots. As a result, the number of off-street parking spaces has increased dramatically for some Downtown blocks. Figure 28 shows the distribution of existing improved (paved and striped) off-street parking. Table 4 describes the amount of existing on-street and off-street parking for each of the blocks within the Downtown parking study area.

As can be seen by these figures, blocks 9 and 17 provide a large number of off-street parking spaces while blocks 3, 5, 11, 16, 18, 19, 20 and 25 have less than 15 existing off-street spaces. There are vacant areas and old dilapidated structures which could provide additional parking areas in almost all of the blocks. An analysis of the potential additional parking is provided in the next section.

In order to gain some idea of the extent to which existing parking needs are being met, one can compare the parking demand of the gross commercial building space to the available parking spaces. Within the Downtown commercially zoned area shown on Figure 28, there is presently approximately 321,000 square feet of commercial and office floor area (existing residential and motel uses were excluded). Since the commercial floor area includes all types of retail, office, restaurant, and auditorium uses, an approximation of parking need can be determined by using the general parking criteria for shopping centers. A parking ratio of 4.0 spaces per 1,000 square feet of gross floor area was used to estimate parking needs for the Downtown. Using this ratio, 1,284 spaces would be necessary to meet existing parking needs. As shown on Table 4, there are 1,527 on-street and off-street parking spaces within the Downtown area (1985 figure). This is 243 more spaces than are needed to meet the normal parking needs of the commercial and office uses within the Downtown. These findings lead to the conclusion that parking needs for the Downtown are not yet at a critical stage. This is not to say that there is not a need for additional parking. Many blocks within the Downtown certainly lack sufficient off-street parking for which solutions must be sought.

Existing parking is not evenly distributed between blocks in the Downtown. For example, Block 16 at the heart of the Downtown, has only about 53 parking spaces of which only 13 are improved off-street spaces. The lack of off-street parking is a major factor why this block is not built-up to its potential

\* Urban Land Institute & International Council of Shopping  
Centers 1980-81 Parking Study.



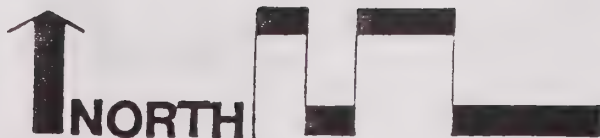
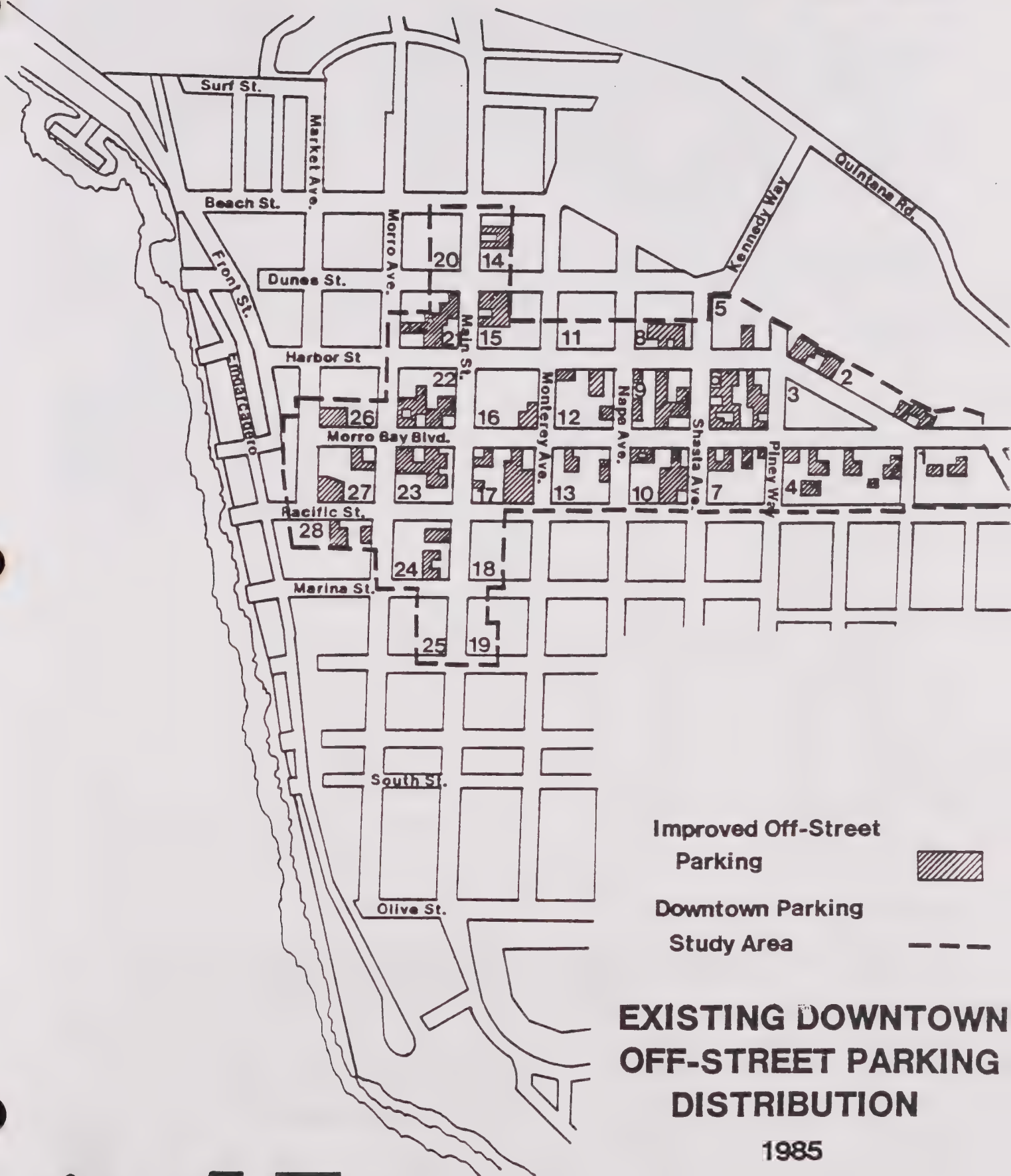
with commercial businesses. Adequate off-street parking is essential if existing businesses are to grow and if new businesses are going to be attracted to locate in the Downtown. Other Downtown blocks which are deficient in off-street parking, such as Block No's. 1, 4, 13 and 22, could also benefit from a program to develop additional parking. See the Problems and Issues discussion of the Downtown and Appendix "B" for possible solutions and financing methods.

TABLE 4 EXISTING DOWNTOWN PARKING

Block No.	Existing On-street Parking Spaces*	Existing Improved Off-street Spaces*	Total for Block
1	27	18	45
2	34	38	72
3	41	0	41
4	58	40	98
5	21	6	27
6	36	31	67
7	30	27	57
8	21	23	44
9	38	62	100
10	34	33	67
11	22	0	22
12	44	41	85
13	33	20	53
14	11	19	30
15	26	22	48
16	40	13	53
17	41	59	100
18	23	0	23
19	8	0	8
20	15	0	15
21	26	44	70
22	40	22	62
23	43	27	70
24	42	35	77
25	14	0	14
26	25	31	56
27	48	38	86
28	15	22	37
TOTALS	856	671	1527

\*Figures determined by review of aerial photos and field studies. Where individual spaces were not clearly delineated, approximations were made. Figures do not include parking areas for motels and residences. (1985)

**FIGURE 28**



### 3. The Embarcadero

The Embarcadero has a higher concentration of tourist-serving uses than the Downtown, which tends to result in greater extremes in parking needs. However, there is still some overlap of parking between different uses. Also, tourists are probably willing to walk farther distances from their parking space to their destination, which lessens the need for parking near each specific use. It is likely that the tourists will park their vehicles only once and walk between blocks along the Embarcadero rather than drive between blocks.

Like the Downtown, the Embarcadero serves as a shopping center, although it is more specialized. It serves the needs of the tourists, the local residents and the fishing-related industries. The narrow, congested streets and the seasonal nature of the Embarcadero gives the impression that there is a parking problem in the Embarcadero.

An analysis was conducted to determine the existing parking adequacy. Figure 29 indicates the location of existing off-street parking on the Embarcadero. For the purpose of this study, parking in street-ends and public lots were included with other off-street parking. The following table gives the total number of improved spaces for each of the blocks shown on the figure:

TABLE 5

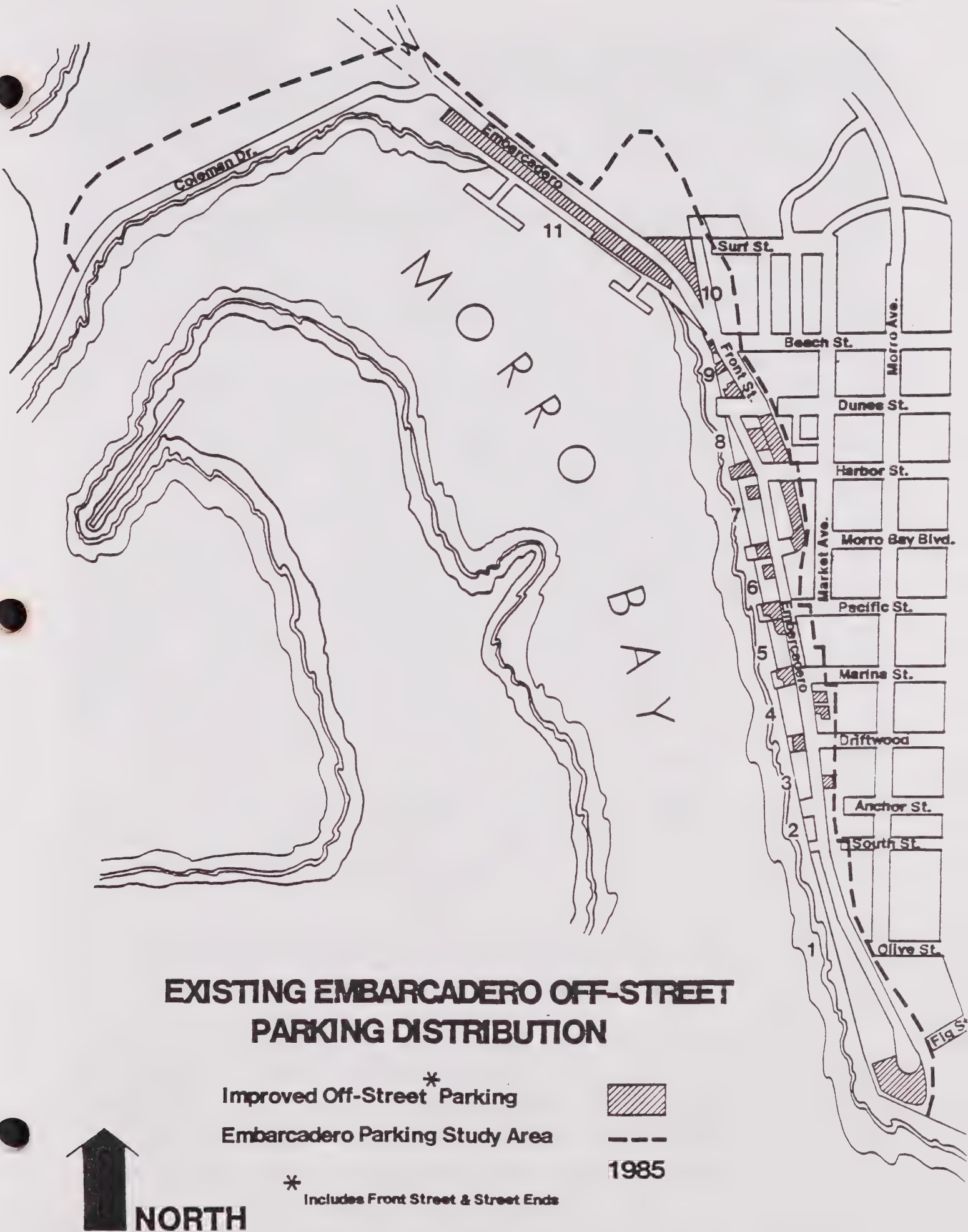
#### EXISTING EMBARCADERO PARKING

Block No.	Existing On-street Parking Spaces*	Existing Improved Offstreet Spaces*	Total for Block
1	0	79	79
2	16	0	16
3	21	36	57
4	23	42	65
5	28	14	42
6	23	33	56
7	55	11	66
8	68	57	125
9	17	48	65
10	0	79	79
11	0	273	273
TOTALS	251	672	923

\*Figures determined by review of aerial photos and field studies. Where individual spaces were not clearly delineated, approximations were made. Figures do not include parking areas for motels and residences. Street-ends and public parking areas were included in off-street totals. Includes only areas with improved surface material. (1985)



FIGURE 29



The differences in numbers of parking spaces being provided within the various blocks is due primarily to the variations in the size and configuration of each of the blocks. Many blocks within the Embarcadero are simply too small to provide any appreciable off-street parking. There is some additional parking accommodated on unimproved dirt surfaces. These dirt parking lots do not provide an all-weather surface but if they were improved, they could add appreciability to Embarcadero parking totals. The Problems and Issues Section discusses potential additional parking solutions.

Although there are fewer total parking spaces within the Embarcadero, the number of off-street spaces is equal to that provided in the entire Downtown. The commercial building area of the Embarcadero, 78,000 square feet, is far less than the building area of the Downtown. The parking needs of the Embarcadero are significantly different from the needs of the Downtown. For example, many of the marine uses have little or no building space. Thus, calculations of square footage of marine uses do not reflect parking demand. Also an unusually high percentage of the commercial uses are restaurants which typically require more parking spaces per square foot of building area than general commercial uses. Therefore, generalized shopping center parking criteria would not adequately portray the real parking needs if based strictly on building square footage. The City's zoning criteria establishes minimum parking requirements for marine uses as well as for restaurants that are higher than the general commercial parking criteria. Using zoning parking standards, it is determined that 658 spaces would be necessary to meet the parking needs of all commercial uses. An additional 491 spaces would be necessary to meet the needs for moorings and boat slips as well as the Coast Guard. The total estimated need for both marine and commercial uses would, therefore, be about 1,149 spaces.

However, this estimate may be somewhat high since the City's parking regulations do not take into consideration the overlap of parking needs for various uses. Local shopper and tourist shopping habits differ in that local shoppers are often intent on buying one specific item at a particular store while tourists usually do not have any particular item in mind to purchase nor are they as familiar with local stores. Therefore, the tourist will shop from store to store while strolling along the street. For that reason, most tourist shoppers visit more than one establishment along the Embarcadero while parking their vehicles only once.

The Embarcadero also experiences fluctuations in shoppers and marine uses due to the change in seasons. During the winter, storms prevent fishermen from going to sea and keep tourists from visiting Morro Bay. Families with children are less likely to visit during the school year except during holidays.

Due to these circumstances, for the majority of days, there



are empty spaces. Only during holidays and some summer weekends do parking needs reach a critical level. (See "Problems and Issues" section discussion of Embarcadero.)

b. ISSUES

1. General Problems

There are some parking problems in Morro Bay which are not predominate in any one particular geographical area. Such problems include: inadequate off-street parking; lack of full parking improvements; conflicts created by on-street parking; poor parking configuration; lack of handicap parking; poor visual appearance; and improper lighting.

a. Inadequate Off-Street Parking

Residential: Most residential areas of the City have some form of off-street parking, whether it be in garages, carports or in open driveways. However, some of the older residential uses do not have off-street parking due either to the fact that a parking area was never provided or that the original parking area has been converted to some other use such as occurs in illegal garage conversions. Of particular concern are the relatively large number of garages which are being rented out as mini-storage. Garage conversions have occurred throughout the City although residential areas composed of smaller homes seem to have a higher incidence of illegal conversions. This problem can be rectified by a code enforcement program, one which preferably includes the cooperation of the real estate sales industry. In addition, it would also help if more commercial mini-storage facilities were developed in the City.

The problems of inadequate parking caused by older ordinances which did not require adequate off-street parking can only be rectified as residential uses redevelop, at which time new off-street parking should be required. As with the problem with illegal garage conversions, most of the units which were originally constructed without garages or carports are smaller homes located within older areas.

Another problem in some neighborhoods is the lack of space for recreational vehicle parking. Oftentimes, R-V's are parked either in the street or on vacant lots near the owner's home. On narrow streets, parked R-V's can create problems of reduced visibility and reduced travel lane width. Some cities have resolved the problem of on-street R-V parking by prohibiting on-street parking during the late night hours. However, if such an ordinance were adopted in Morro Bay, the lack of off-street parking in many Morro Bay neighborhoods would create an extreme hardship for many residents who have no parking spaces. The City has a requirement that no vehicle may be parked on the



street for periods in excess of 72 hours. A combination of continued enforcement of the 72-hour parking law and the construction of additional R-V storage facilities in the City, might reduce the number of R-V's parked on city streets.

Commercial: As mentioned in the last section, many older commercial uses were never required to provide adequate off-street parking. Businesses which do not provide off-street parking place undue hardships on other nearby businesses since their customers use the on and off-street parking spaces adjacent to their neighboring businesses. When off-street spaces cannot be added to the properties which lack parking, other measures should be undertaken (such as parking districts) so that all uses share equally in the responsibility to meet their parking needs. Uses which already provide fully improved off-street parking should be given credit for the spaces they provide. Appendix "B" describes several alternative forms of parking districts which, if implemented, could solve most of the parking problems for the City's commercial areas.

Occasionally, some new uses provide more than the number of spaces necessary to meet their needs. Too much parking is almost as bad as not enough. Excessive area set aside for parking results in an uneconomic usage of land and energy resources. The land is a finite resource and must be used as efficiently as possible. The literature on recommended parking indexes suggests they are being lowered on the basis of recent studies by the Urban Land Institute and the International Council of Shopping Centers. These studies have concluded that the general parking criteria used by many cities is overly strict. They state that "local governments should re-examine their zoning ordinances and parking requirements in light of these findings and be prepared to respond with flexibility to proposed shopping center development projects."<sup>1</sup> This statement is applicable to the Downtown and the Embarcadero as well as to the Giant Food shopping center on north Main Street and the southern shopping center located along Quintana Road. (The Downtown and Embarcadero areas are discussed in more detail at the end of this section.)

<sup>1</sup>Urban Land Institute, Shopping Center Development Handbook, Page 47 (1977) The Urban Land Institute (ULI) is an independent non-profit research organization which provides land planning advice to both government and private developers. The ULI is dedicated to improving the quality of land use planning and standards for development.

Parking demands for commercial uses are tempered by several factors:

- a. Shoppers often buy at several stores while parking their cars only once.
- b. Walk-in customers from the surrounding residential and motel areas sometimes shop at stores near their residences without use of a car.
- c. Some shoppers arrive via public transit, such as the City's Dial-a-Ride.
- d. Many uses within commercial areas have differing peak hours of demand. For example, some restaurants and theaters reach their peak demand in the evenings and on weekends while office uses reach their peak during the normal work-day.

The overlap of parking usage by various commercial uses can reduce the amount of parking necessary to meet the needs of those uses. There are often pronounced variations in the activity patterns of different businesses. These variations cause fluctuations in the time each use reaches its peak (by hour, by day or by season). Certain businesses, such as tourist-serving, commercial retail stores, reach their peak on weekends and during the summer. Some offices reach their peak during the middle part of each weekday. Theaters reach their peak in the evening. Most churches reach their peak on Sunday morning. Dinner-house restaurants usually reach their peak activity on Friday and Saturday evenings. The following table indicates the variation in parking demand when comparing weekday to Saturday:

TABLE 6  
1  
Representative peak Parking Demand Factors

Land Use	Unit	Weekday	Saturday
Office	Parking spaces per 1,000 sq.ft. GLA <sup>2</sup>	3.00	0.50
Retail (< 400,000 sq.ft.)	Parking spaces per 1,000 sq.ft. GLA	3.80	4.00
Restaurant	Parking spaces per 1,000 sq.ft. GLA	20.00	20.00
Cinema	Parking spaces per seat	0.25	0.30
Residential	Parking spaces per dwelling unit	1.00	1.00
Hotel			
Guest Room	Parking spaces per room	1.25	1.25
Restaurant/Lounge	Parking spaces per 1,000 sq.ft. GLA	10.00	10.00

1 Jean Follette, Shared Parking Demand for Selected Land Uses, 1983

2 GLA: Gross Leasable Area.

The next table describes the variation in peak hour parking for various uses based upon the time of day:

TABLE 7  
REPRESENTATIVE HOURLY ACCUMULATION BY  
PERCENTAGE OF PEAK HOUR

Hour of Day	Office		Retail		Restaurant		Cinema	Hotel				
							Daily	Guest Room (Occupied)		Restaurant Lounge		Conference Room
	Wkday	Satdy	Wkday	Satdy	Wkday	Satdy		Wkday	Satdy	Wkday	Satdy	Daily
6:00 a.m.	3%	--	--	--	--	--	--	100%	90%	20%	20%	--
7:00 a.m.	20	20%	8%	3%	2%	2%	--	85	70	20	20	--
8:00 a.m.	63	60	18	10	5	3	--	65	60	20	20	50%
9:00 a.m.	93	80	42	30	10	6	--	55	50	20	20	100
10:00 a.m.	100	80	68	45	20	8	--	45	40	20	20	100
11:00 a.m.	100	100	87	73	30	10	--	35	35	30	30	100
12:00 Noon	90	100	97	85	50	30	30%	30	30	50	30	100
1:00 p.m.	90	80	100	95	70	45	70	30	30	70	45	100
2:00 p.m.	97	60	97	100	60	45	70	35	35	60	45	100
3:00 p.m.	93	40	95	100	60	45	70	35	40	55	45	100
4:00 p.m.	77	40	87	90	50	45	70	45	50	50	45	100
5:00 p.m.	47	20	79	75	70	60	70	60	60	70	60	100
6:00 p.m.	23	20	82	65	90	90	80	70	70	90	90	100
7:00 p.m.	7	20	89	60	100	95	90	75	80	100	95	100
8:00 p.m.	7	20	87	55	100	100	100	90	90	100	100	100
9:00 p.m.	3	--	61	40	100	100	100	95	95	100	100	100
10:00 p.m.	3	--	32	38	90	95	100	100	100	90	95	50
11:00 p.m.	--	--	13	13	70	85	80	100	100	70	85	--
12:00 Mid- night	--	--	--	--	50	70	70	100	100	50	70	--

The City could allow reductions in parking if there is shared parking among the uses listed and if the peaks in parking usage do not occur at the same hour. For example, restaurants and cinemas both reach their peaks (100%) between approximately 8:00 p.m. and 9:00 p.m. On the other hand, retail uses reach their peak during mid-day (1:00 p.m. weekdays and 2:00 to 3:00 p.m. Saturdays) while restaurants are only at 60 to 70 percent of peak usage on weekdays and 45 percent of peak usage on Saturdays during the same hours. Therefore, restaurants and cinemas could not share parking while restaurants and retail uses could. The City's parking regulations should be amended to reflect shared-use parking when the peak hours of uses are different. Shared parking for different uses must be in relatively close proximity to both of the uses, probably no further than 300 feet to either of the uses sharing parking.

Also, the relationship among some commercial uses result in



people being attracted to two or more land uses during a single vehicle trip. For example, a person interested in purchasing a clothing item may visit several clothing stores while parking only once if the stores are in fairly close proximity. Most commercial uses experience some overlap which means that some of the City's parking standards could be reduced. For example, the City's current parking requirement for new general commercial uses is 5.0 spaces for each 1,000 square feet of gross floor area. The Urban Land Institute has recently lowered their recommended standard from 5.5 spaces per 1,000 square feet to 4.0 spaces per 1,000 square feet for shopping centers. Their study shows that a ratio of 4 spaces per 1,000 square feet satisfies the parking demand for all but the 10 highest days of use during the year. It is uneconomic to provide a higher parking ratio to meet such limited peak demands.

The following modifications to the City's parking standards are suggested:

	<u>Current Standard</u>	<u>Suggested Standard</u>
General Retail Comm.	5 spaces/1000 sqft	4 spaces/1000 sqft
Furniture & Appliance	2 spaces/1000 sqft	No changes
Service Commercial	varies by use	No changes
Theaters	1 space/4 seats	No changes
Restaurant/Freestanding	1 space/4 seats	No changes
Restaurants w/hotel	1 space/4 seats	1 space/6 seats
Offices	3.3 spaces/1000sqft	No changes

Another measure which reduces the amount of land area necessary to park cars is the inclusion of smaller spaces for compact automobiles. Almost all of the foreign automakers produce small automobiles. Newer domestic automobiles are also smaller, on the average, than the automobiles produced before 1980. The City should continue its existing policies which allow one-fourth of the spaces in each parking lot to be smaller dimensions to accommodate compact cars. This percentage may be increased if trends to smaller cars continue. The resultant lot area saved by using compact spaces could be used to provide additional landscaping, pedestrian amenities or building space.

Industrial: Parking for industrial uses does not appear to present a major problem. This is partially due to the small number of industries. Pacific Gas and Electric owns the majority of the land zoned for industrial use in the City of Morro Bay (approximately 30% of the power plant site is presently unimproved and reserved for power plant uses). Their existing parking lot is adequate for their present needs.

A parking problem related to industrial uses is the difficulty in determining the needs for various specific uses. Studies have shown that industrial users can require from as little as 0.21 spaces per 1,000 square feet of floor area to 20 spaces per 1,000 square feet of floor area. Automated manufacturing uses require lower ratios while labor intensive industrial uses such as clothing manufacturers have a much higher ratio. The City's flat ratio of 2.0 spaces per 1,000 square feet may not be appropriate for all cases. There should be some flexibility to account for the variations which may be encountered.

It may be more appropriate to tie parking requirements to the number of employees for each industrial use. A minimum of one space for each two employees should be provided for the number of employees expected on the largest shift. Adequate on-site loading areas should also be required as a condition of development. When the number of employees for a given industrial development cannot be accurately determined or if the number of employees is expected to fluctuate, the City should then determine parking on the basis of total building area.

Recreation: Morro Bay's prominence as a tourist destination point means that recreational areas have a greater significance than they would if they were only used by local residents. Greater usage results in a need for more parking. In most cases, current parking is adequate to meet normal use requirements. However, some of the public parking areas lack adequate improvements. Examples include Coleman Park near Morro Rock and the public beaches near Morro Creek and near the end of San Jacinto Avenue. Tidelands Park will be expanded to help accommodate expected parking needs at the south end of the Embarcadero. Parking needs for other recreational areas in the City appear to be met by existing parking either on the street or in parking lots. As was stated for commercial uses, it is uneconomical to try to provide for the needs of the extremely high parking demand periods.

Motel: Almost all motels in Morro Bay currently provide adequate off-street parking. The current City standard of 1.1 spaces per motel room appears to be appropriate based on expected parking needs.

Institutional: The City is presently in the process of expanding off-street parking facilities at the governmental center on Harbor Street. The parking at the police station on Morro Bay Boulevard appears to be marginal and will certainly be inadequate to meet future needs. Additional parking will be needed. Most public or institutional meeting halls have inadequate off-street parking.

Some community churches have large parking areas while others have minimal off-street parking. Since many churches are located within residential areas, there are undoubtedly some



parking hardships for nearby residents during Sunday services and other social gatherings at churches. Fortunately, most church functions are conducted sporadically so that parking impacts are only felt occasionally by residents. New churches are required to provide adequate off-street parking. The redevelopment of existing churches should necessitate the improvement of parking when existing parking is inadequate. However, additions to churches which do not involve increases to the existing parking demand may be acceptable without requiring additional parking.

b. Lack of Full Parking Improvements

Many parking areas in Morro Bay are simply dirt lots where people park their vehicles haphazardly. These lots should be improved pursuant to the City's standards. The dirt parking areas downgrade the appearance of the adjoining area. Drainage is usually poor. They result in a dusty eyesore in summer and a muddy mess during winter. Also, the number of parking spaces can frequently be increased if the dirt parking areas are paved. Drainage and visual appearance would also be improved. Parking districts and/or development fees could be used to provide money for improving these parking areas or improvements can be required as a condition of approval for additions. (See Appendix "B" for financing mechanisms.)

c. Conflicts Created by On-Street Parking

On-street parking is necessary in some areas of the city due to the lack of adequate off-street parking. However, on-street parking creates many points of potential conflict, especially on highly traveled routes. Each parallel parking maneuver has the potential to disrupt traffic flow. When cars are parked close to the end of the curb return, visibility is sometimes limited from the cross-street. Based upon criteria established by the American Association of State Highway and Transportation Officials (AASHTO), a vehicle traveling at 25 mph should be visible from a driver on a connecting side street from a distance of 260 feet. Ideally, in order to meet this criteria, there should be no on-street parking allowed within 85 feet of the ends of each curb return. This criteria may not be feasible to attain in the Downtown area or Embarcadero due to the lack of off-street parking spaces. At a minimum, spaces on public arterial and collector streets should not be located closer than 25 feet from the ends of each curb return. In cases where travel speeds warrant, this distance could be even greater and sight-line analysis should be conducted. In future studies of



intersections, the following AASHTO criteria for sight distances should be used to determine if obstructions like parked cars should be eliminated:

<u>Travel Speed</u>	<u>Minimum Sight Distance</u>
20 mph	210 ft.
25 mph	260 ft.
30 mph	310 ft.
40 mph	415 ft.
50 mph	515 ft.

(Sight distance from center of intersection determined from a point on the side street 15 feet back of the edge of the roadway.)

Foremost in importance for the selective removal of parking near corners are the Downtown sections of Main Street and Morro Bay Boulevard, the Embarcadero south of Beach Street, and north Main Street. (See "Street Policies and Programs" section.)

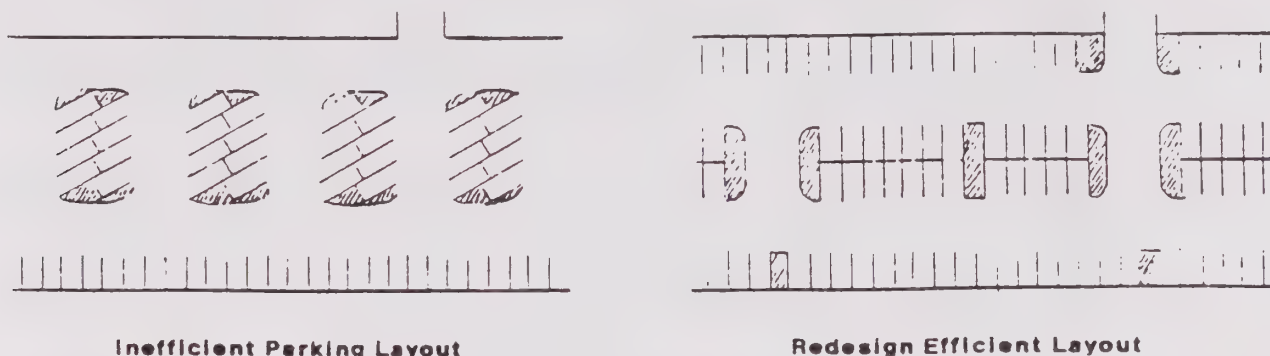
#### d. Poor Parking Configuration

Most off-street parking lots in Morro Bay are adequate in terms of accessibility, parking efficiency and parking geometry. The current City zoning criteria for parking lot design are comparable with the generally recommended standards. Lots designed pursuant to the current parking lot design standards exhibit good access and flow characteristics.

The shopping centers located on Quintana Road were constructed prior to the current regulations. They exhibit examples of poor design, inefficiency and poor appearance. Some parking aisles are too short, resulting in excessive land being used for the number of spaces provided. Much of the paved area of the southernmost center is not striped. Driveways are confusing and there is a lack of landscaping, resulting in a barren appearance. As these centers expand or redevelop, efforts should be made to correct the current deficiencies. The same could be said for other parking lots in Morro Bay, most notably the Giant Food parking lot on north Main Street and the parking lots along the north Embarcadero.

For example, the Williams Brothers Shopping Center, located on Quintana Road, is comprised of short parking bays which are oriented perpendicular to the buildings. This orientation results in very short parking bays of 60 to 80 feet in length. Consequently, many turning movements are necessary and the land area needed for each space is higher than it should be. If the

parking bays in this lot were reoriented parallel to the buildings, the length of the bays could be increased and the number of spaces in the parking lot could be increased by as much as 20 percent. Landscaping could also be added. The following conceptual diagram indicates one possible redesign.



#### f. Lack of Handicap Parking

Recent surveys of the City indicate that many of the newer developments have incorporated handicap parking spaces. All new developments must, where feasible, make accommodations for handicap parking, preferably near the building entrance. Existing uses should also provide handicap parking spaces at the time of remodeling or expansion, when feasible. The handicap parking should be consistent with State criteria both in terms of design and number.

There are only a few on-street handicap spaces in the City. They are generally located in front of the City offices in the Downtown. The commercial areas of the Downtown and Embarcadero have no on-street handicap spaces. Off-street handicap spaces within commercial parking lots are preferable to on-street spaces since they are generally closer to the building entrances, and street curb cuts can be reduced. However, in some cases, on-street handicap spaces may be more convenient, especially where parking lots are relatively distant from the commercial uses. Examples of such situations include the area of Market Avenue across from the intersection with Morro Bay Boulevard; the block of Morro Bay Boulevard between Monterey and Napa Avenues; and most of the blocks along the Embarcadero between Beach Street and Tidelands Park. A total of about 6 to 10 on-street spaces may be necessary to meet the handicap parking needs of these two areas unless additional off-street handicap spaces are provided in built-up areas. Figures 31 and 32 indicate possible additional on-street handicap parking locations.

Existing uses which do not currently provide handicap parking should be encouraged to add such spaces, when feasible. In conjunction with the handicap spaces, accessibility to and into the buildings should be improved when necessary.

Handicap parking spaces must meet the following minimum design standards:

1. They must be open on one side or a minimum of 14 feet wide.
2. The spaces must be clearly marked with blue signs identifying the spaces for handicapped persons use only.
3. Slopes should not exceed 2 percent in the immediate area of the space.
4. The spaces should be located near level or ramped building entrances or elevators.
5. They should be located in areas of parking lots to minimize travel of the handicapped person behind parked vehicles.
6. They should meet all other applicable State Criteria for handicap parking spaces.

g. Poor Appearance

Parking areas must be paved and have sufficient sub-base material. Drainage should effectively remove surface water from the parking lot. There should be adequate landscaping, screening and lighting. They must be maintained regularly to prevent pot holes and trash from accumulating. If these criteria are used to judge the adequacy of the parking lots in Morro Bay, many would not pass. The City Zoning criteria for new parking lots ensures that future parking will be attractive and well maintained. Engineering standards require proper drainage. There are no existing specific regulations regarding parking lot lighting. Criteria for security and safety lighting should be adopted. The criteria should also preclude conditions where lighting could create glare. The following minimum standards should apply to the lighting of parking lots:

1. The minimum light at ground surface should be 0.3 footcandles and the maximum light should not exceed 1.0 footcandles.
2. Lighting must be shielded and directed so that it does not create glare into adjacent residential uses or streets.
3. Lighting standards should not exceed the allowed height of buildings on the same site. Such lighting standards and fixtures shall be attractive and complement the design of the buildings on the site.



## 2. Specific Parking Problems in the Downtown

Based on generalized commercial parking criteria, the Downtown appears to have enough parking to meet normal operating needs. Using a parking ratio of 4.0 spaces per 1,000 square feet of gross floor area, 1,284 spaces would be necessary. Within the study area, there are about 1,527 spaces, of which 671 are off-street and 856 are on-street spaces. However, many of the Downtown blocks are underutilized. It is likely that the Downtown will experience significant growth in the future. This growth will bring its attending need for additional parking.

Many existing commercial uses occupy most or all of the property on which they are located and there is no room for on-site parking. These businesses would benefit from the provision of additional parking because they would be accessible to a larger number of patrons. It will take a concerted effort of all Downtown businesses to provide the parking needed if existing businesses are to continue to succeed and grow. This section discusses several examples of how additional parking could be provided.

The number of parallel on-street spaces is fixed. To improve safety, some on-street spaces near intersections should be eliminated. It would be possible to gain additional spaces to replace spaces removed near inter sections if several of the lesser traveled side streets were converted from parallel parking to diagonal parking. Access to adjoining properties would have to be continued. Businesses within those blocks would probably flourish since the added parking would accommodate more customers.

**FIGURE 30**

**TOTAL ON-STREET AND OFF-STREET  
PARKING FOR BLOCK AS SHOWN:**

**110 SPACES**

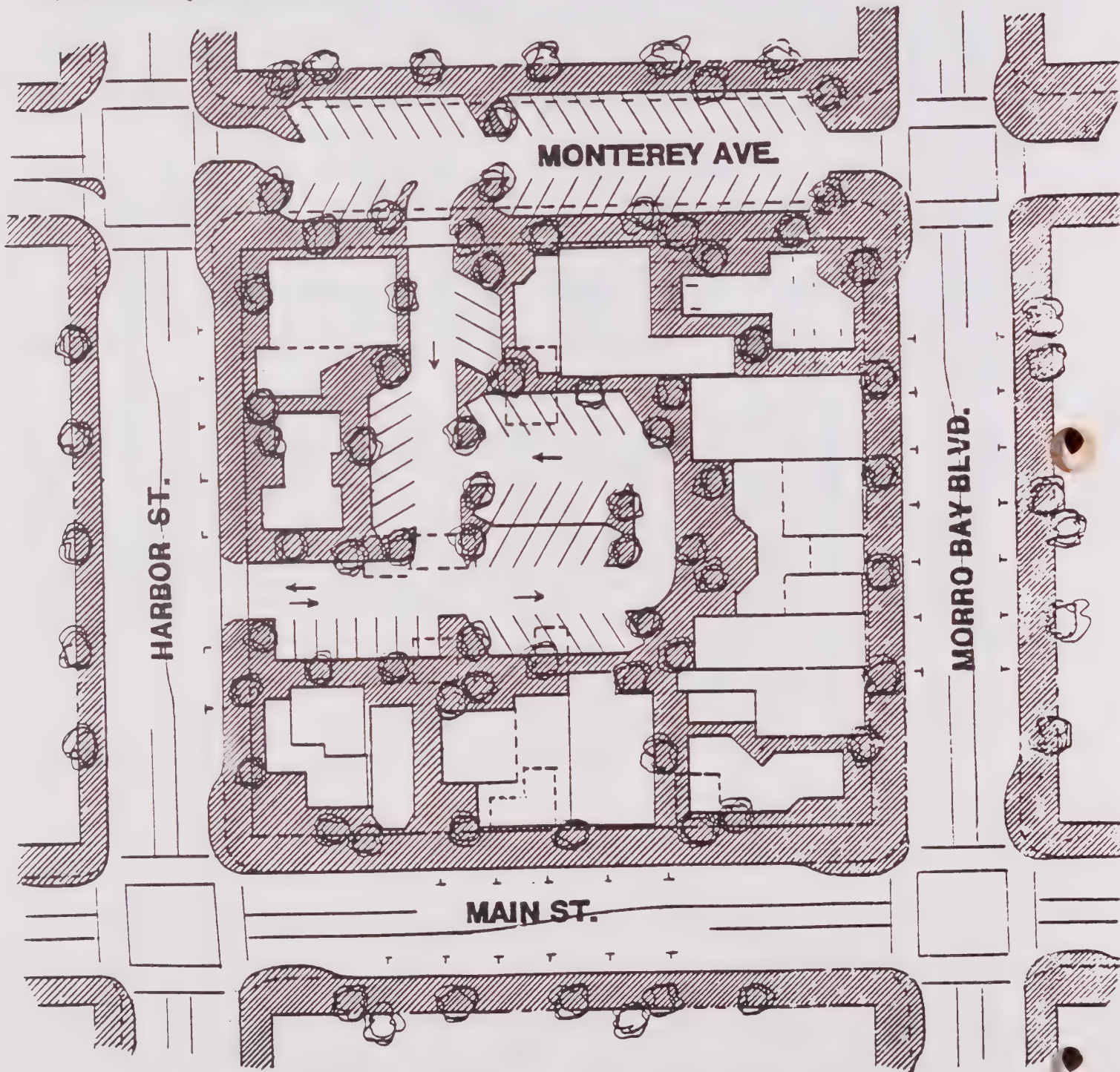
**TOTAL OF EXISTING ON-STREET  
AND OFF-STREET PARKING**

**64 SPACES**

**NET GAIN IF REDESIGNED**

**46 SPACES**

**This is only one concept. There may be other viable alternatives.**



**CONCEPTUAL SCHEMATIC PARKING  
EXAMPLE FOR DOWNTOWN AREA**



**FIGURE 31**

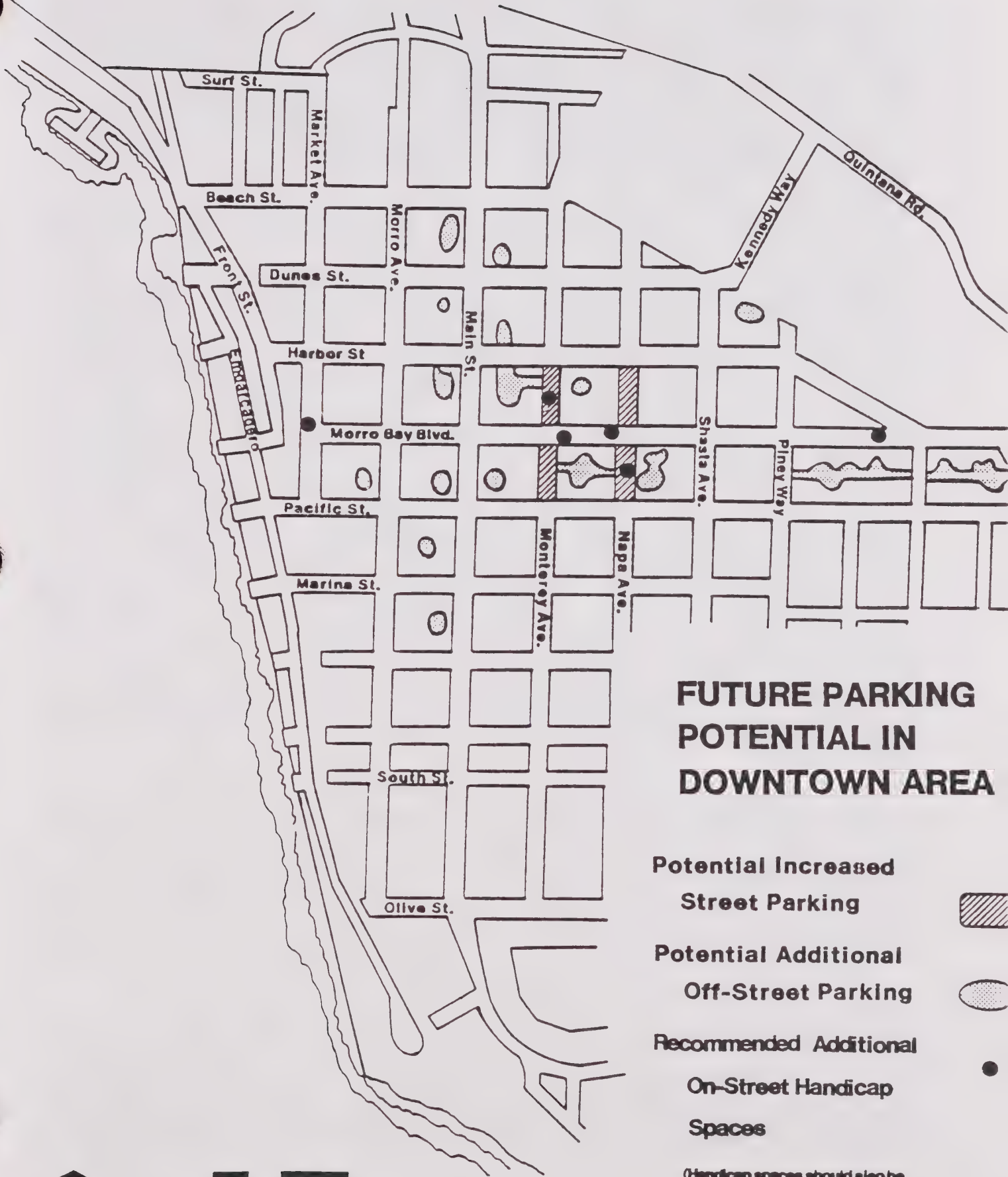




Figure 30 shows conceptual on-street diagonal parking for one sample block. In some blocks, the number of on-street parking spaces could be doubled by use of diagonal or perpendicular parking since each parallel space occupies 22 linear feet of curb while a perpendicular parking space needs less than 10 feet of linear curb. The side street would essentially be converted into a parking lot. Through traffic would be slowed down. This approach would result in better utilization of the available land.

Vitality could be given to many Downtown blocks by the addition of attractive off-street parking lots. The interior portions of many blocks are vacant, unused yards which frequently present a shoddy appearance. If these vacant areas were combined, they could provide opportunities for considerable additional parking. Figure 31 indicates some of the blocks where off-street parking could be added. Figure 30 gives a conceptual plan for the addition of off-street parking in one Downtown block. This block is one of the most important in the City since it is located adjacent to the intersection of the two highest travelled streets: Morro Bay Boulevard and Main Street. From a strategic standpoint, this block should contain a high concentration of busy commercial uses. However, in actuality, this block is only marginally developed. It currently contains only about 16,000 square feet of commercial building area while other Downtown blocks contain as much as 26,000 square feet. Only about 22 percent of the total land area of the block is occupied by buildings. If additional parking were provided, the building area for this block should be at least double the existing area. Parking District or Improvement District funds could be used to purchase and improve these vacant areas or to obtain easements for the purpose of providing common parking. If a redevelopment agency were ever formed for this area, the agency could provide the funds necessary to provide common parking for the Downtown.

Other blocks in the Downtown could also benefit from addition of off-street parking. Parking Districts could be used to provide the necessary funds to implement the development of these parking lots. (See discussion of improvement districts in Appendix "B"). The total amount of off-street parking in the Downtown could be doubled. This amount of off-street parking could support as much as 170,000 square feet of additional commercial floor area in the Downtown. The City will need to address the City's anticipated growth patterns in the commercial area before planning for future parking lots.

### 3. Specific Parking Problems in the Embarcadero

Parking problems are more pronounced along the Embarcadero than for any other area of the City. There are 923 total existing spaces of which 251 are on-street and 672 are off-street (including street-ends). Based upon City zoning

criteria, as many as 1,149 spaces would be necessary to meet the needs of both the commercial and the marine uses. Extremes in parking demand are much more noticeable on the Embarcadero. There are more than enough spaces to meet the needs of most fall, winter and spring days and even many summer weekdays. However, when all existing marine uses are in operation and tourists are at their peak, parking does reach full or near-full levels. This congestion in the Embarcadero is as much an asset for businesses as it is a problem. People often congregate where it is active and busy. There is a common perception that the food or merchandise is better at establishments that are crowded. In this way, the tourist element of the Embarcadero benefits from the fact that it is often crowded.

As mentioned previously, tourists appear to be willing to walk farther distances between their car and their destination than local shoppers. The inconvenience caused by parking in fringe parking areas rather than central parking areas does not seem to deter tourists from visiting the Embarcadero. There is a definite need to find additional parking solutions to meet the extreme demand periods to prevent tourists from becoming discouraged to the point where they do not visit the Embarcadero. Also, as with the Downtown, many of the blocks on the Embarcadero are underdeveloped. Additional parking will be necessary before new development can easily occur.

The harbor-fronting properties along the west side of the Embarcadero are among the most valuable commercial properties in the City. This land is too precious to be used indiscriminately for surface parking lots. As parking is provided along the east side of the Embarcadero and at the northern and southern ends of the Embarcadero, the existing parking on properties which front on the harbor should be eliminated. The City should work to intensify the development of harbor fronting properties. If this parking is for the common usage of all businesses on the Embarcadero, the number of parking spaces necessary to meet the needs of existing and future uses may be substantially less than required by existing City parking standards. The overlapping of parking needs described in Tables 6 and 7 would apply. In addition, since tourists are expected to visit more than one store on each trip to the Embarcadero, further reductions may be possible. The actual parking need for each retail establishment on the Embarcadero may be as low as 3.0 parking spaces for each 1,000 square feet if one considers the available parking for the common usage of all businesses.

Double parking by delivery trucks is a problem for many parts of the City but the problem appears to be greatest along the Embarcadero. The street is very narrow which increases the difficulty for traffic maneuvering around double-parked vehicles. Commercial uses have little or no on-site space to accommodate loading spaces for delivery trucks. On-street parking is at a premium which makes it hard to justify on-street

loading spaces. It will take a cooperative effort through a parking district to provide off-street loading spaces near commercial uses in each block.

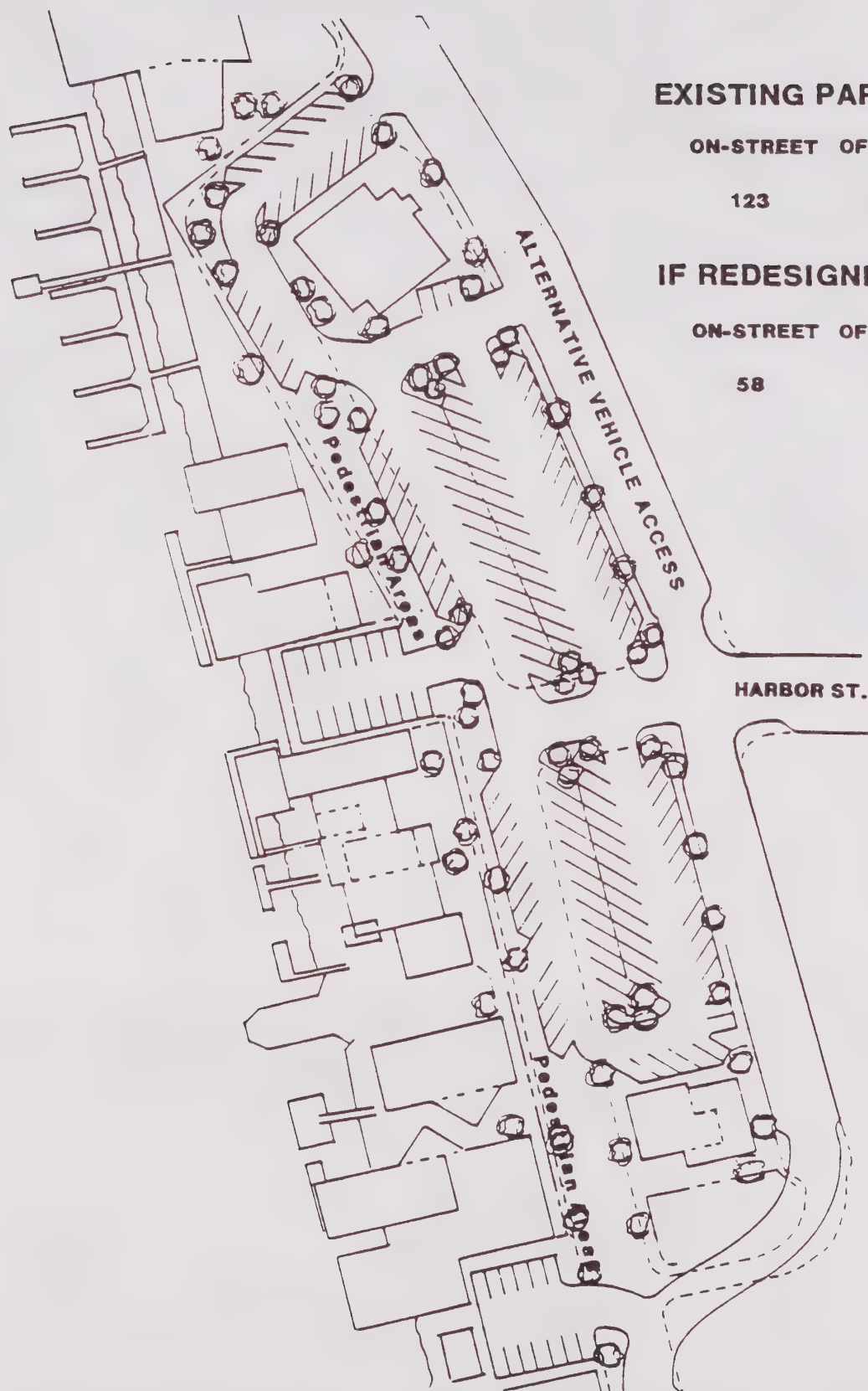
Parking problems for the Embarcadero are shared collectively by all uses. It will take the cooperation of all of the various enterprises to solve the parking problems of the Embarcadero. A parking district would provide the most logical and equitable means of financing the project. Various forms of parking districts are described in Appendix "B". The popularity of the Embarcadero may justify the initiation of paid parking in the future which would help to defray the costs of providing additional parking. Development fees could also augment the income obtained through a parking district.



**FIGURE 32**



**FIGURE 33**



**EXISTING PARKING:**

ON-STREET	OFF-STREET	TOTAL
123	68	191

**IF REDESIGNED:**

ON-STREET	OFF-STREET	TOTAL
58	154	212

**PARKING ALTERNATIVE CONCEPT  
EMBARCADERO BLOCKS #7 & #8**

Only limited areas are available for parking within the central Embarcadero. Figure 32 shows the location of potential parking areas. A redesign of the area of the Embarcadero and Front Street between the extension of Morro Bay Boulevard and the extension of Dune Street could provide a number of additional parking spaces while at the same time improving the appearance of the existing dirt lots. A concept for one possible alternative for this area is shown on Figure 33.

Additional spaces can be gained by redesigning the public parking lot located north of Beach Street and east of the Embarcadero. If the City storage yard is moved to another location and the lot geometrics are improved, it may be possible to add as many as 60 additional parking spaces.

Since parking is critical for only a few weeks out of the year, it may be advisable to consider the provision of temporary parking lots. Two possible locations would be Coleman Park at the north end of the Embarcadero and the vacant P.G.&E. property located southeast of the plant adjacent to the City's public parking lot. P.G.&E. may be willing to lease this area on a temporary basis to a Parking District as an interim parking solution as well as for use as a City storage yard.

As the Embarcadero continues to develop, more permanent parking solutions will have to be found. Many of these solutions may place parking further from the central Embarcadero. One intriguing idea is the provision of a water taxi service. It could provide a means of ferrying passengers between the Coleman Park area and north and south Embarcadero to the commercial center. Surface trams would have difficulty serving the Embarcadero because of the frequent congestion and lack of potential loading zones. On the other hand, a water-born transit service would face less congestion and would be an enjoyable experience for tourists and local residents alike. A transit service would open up additional potential parking solutions on the fringes of the Embarcadero. (See "Harbor" section.)

A Specific Plan should be developed for the Embarcadero incorporating the parking solutions suggested in this Circulation Element. The Specific Plan could address alternative parking solutions for the Embarcadero which could differ from those indicated in the Circulation Element. The Specific Plan could establish standards for development and measures for financing of the development of additional parking. It is possible that a combination of financing methods may be necessary to provide the parking needed to ensure that growth will occur and that existing uses will continue to prosper.

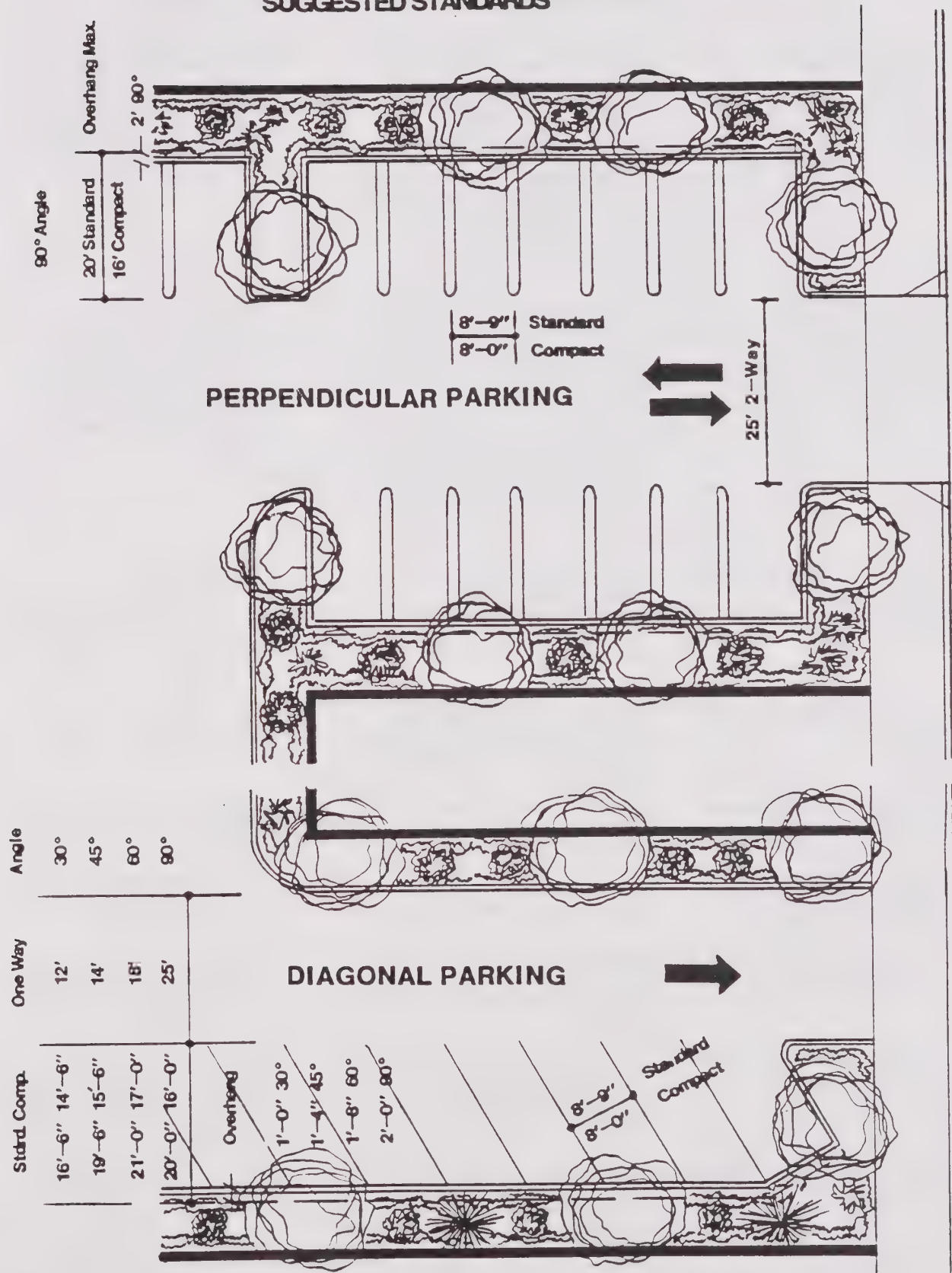


c. PARKING DESIGN CRITERIA SUMMARY

There are virtually innumerable parking lot design solutions to meet varied circumstances. The following diagram is generalized to cover the more common parking situations. The existing City Zoning Regulations are adequate to control the development of new parking facilities except as noted in this section of the Circulation Element.

# SAMPLE PARKING LAYOUTS

## AND SUGGESTED STANDARDS



**TABLE 8**  
**SEQUENCE OF PARKING PRIORITIES**

<b><u>PROBLEM</u></b>	<b><u>GENERAL SOLUTIONS</u></b> (See Policies and Programs)	<b><u>COMMENTS</u></b> (See also Text)
1. Lack of parking for existing Commercial Uses in the Downtown and need for improvement of existing dirt parking areas.	Establish in-lieu parking fees for new development and establish a parking district for all uses. Parking districts should construct new common parking facilities in un-used yard areas of blocks. Conversion of low traffic carrying side streets to public parking facilities should also be considered. Access to properties must be maintained. (See Figure 31 for location of parking.)	Suggest use of Vehicle Parking District Law of 1943 or the Parking and Improvement Area Law of 1965 because free parking may be necessary to compete with other shopping centers. (See Appendix B)
2. Lack of parking for existing Commercial Uses in the Embarcadero and need for improvement of existing dirt parking areas. (This is the City's highest priority)	Establish in lieu parking fees for new development and establish a parking district for all uses. Parking districts should construct new common parking facilities on the east side of the Embarcadero and at the north and south extremes of the Embarcadero. Use of P.G.&E. property for temporary parking should also be considered. (See Figure 32 for location of parking)	Suggest use of Vehicle Parking District Law of 1943 or the Parking and Improvement Area Law of 1965 because free parking may be necessary to ensure continued success of businesses. Coordinate with transit services.
3. Excessive parking required for some uses.	Amend Zoning Criteria for certain commercial and industrial uses. Allow shared parking when uses have different peak hours.	See text for suggested criteria. Other minor development standard changes suggested in Text Design Criteria could also be made at the same time.
4. Illegal garage conversions.	Enforcement with cooperation of real estate and banking industry and creation of additional mini-storage.	Initial voluntary or mandatory code compliance inspection upon sale of residences.
5. R-V parking on streets and vacant lots.	Continue 72 hour parking enforcement and allow additional commercial R-V storage.	Police may need additional manpower to ensure continued enforcement.
6. Conflicts created by on-street parking (sight-visibility restriction).	Prohibit on-street parking near cross-street intersections.	See text for suggested criteria for setback of parking from cross-streets.
7. Poor parking configuration-existing parking lots.	Correct by redesigning parking lots to current parking standards upon redevelopment of properties.	Parking lots should incorporate spaces, isles, landscaping and surface improvements required by current zoning standards.
8. Lack of Handicap Parking.	Require handicap parking spaces in new parking lots. Implement on-street handicap parking per parking plans.	Off-street public handicap parking and on-street handicap parking should be included in parking districts for Downtown Embarcadero.
9. Poor appearance of existing parking lots.	Require upgrading of existing parking lots upon redevelopment of properties (Landscaping, screening, etc.). Institute minimum parking lot lighting standards.	See text for suggested criteria for parking lot lighting.



## 5. TRANSIT SYSTEMS

### a. INTRODUCTION

Public transit plays an important role in the transportation of Morro Bay residents. Many rely on public transit to get them to various destinations in the City. The dependency creates challenges to the City to provide a cost effective transit plan.

Two transit plans have been prepared which form the City transit policies: The San Luis Obispo Regional Transportation Plan- 1986 Update (RTP), and the Short-Range Transportation Development Plan,- 1983-1988 (TDP). The RTP was prepared by the San Luis Obispo Area Coordinating Council of which the City of Morro Bay is a member. This plan outlines a regional transportation system emphasizing coordination of transportation plans and programs on a County-wide level. The RTP sets goals, policies and programs for public transit. The City of Morro Bay prepared a short-Range TDP to guide the City's major transit system- Morro Bay Dial-A-Ride (DAR)- to the year 1988. DAR is a Door-to-Door public transit system for all ages and is accessible to disabled persons. The City is currently updating the TDP for the next five year period, 1988-1993. Pursuant to an UMTA Section 8 Planning Grant, the City has hired a Transit Consultant with expertise in small and medium-sized demand-response public transit systems. The TDP update is expected to be completed in the near future.

The purpose of the TDP update is to increase effectiveness of public transit planning, management, and operations in Morro Bay by providing a comprehensive guide to assist the City in making decisions regarding the delivery of public transit services for the next five years. The TDP update will also evaluate the inter-relationship between Morro Bay DAR and the three regional public transit systems serving Morro Bay; Central Coast Regional Transit, SLOCAT, and Runnabout/Regional Handicapped System as well as South Bay Dial-A-Ride.

The TDP update will emphasize the following:

1. Evaluation of the DAR system;
2. Development of clear and measurable goals, objectives, standards, and performance measures and incentives;

3. Productivity improvements, including a "scatter-gather" operation similar in concept to a form of checkpoint deviation, revising data collection requirements and the monthly management report, and computer applications for a personal computer to be acquired pursuant to a recently awarded UMTA Section 18 Grant.
4. Evaluation of organizational options to operate DAR, i.e., private contractor, contract with the County of San Luis Obispo, and direct City operation.
5. Comprehensive marketing analysis and plan.
6. Long-term financial requirements and creative financing alternatives.

The preparation of the TDP update is an opportunity to address and help resolve several long-standing concerns associated with DAR operations. The TDP update was one of the recommendations included in the Service Planning Section of the most recent DAR performance audit, which was completed in December, 1986. Although the performance audit indicated that DAR is operating quite well, the performance auditor recommended that the City focus on the areas described above. The TDP update should be an implementation management tool that is practical, concise, and easy to use.

The RTP/1986 update, TDP/1983-1984, and the TDP/1988-1993 should be considered with this Chapter and are incorporated herein by reference.

Table 9 summarizes the existing transit services to and within Morro Bay City Limits. The principal City service is the Morro Bay DAR which began operations on May 2, 1977. The DAR provides the following types of services to the City:

- (1) Immediate service, when a person desires to travel as soon as he can be picked up.
- (2) Deferred service when a person desires to travel at a specific pick-up time, usually an hour or more after his call in time, or if DAR cannot pick-up someone within 30-45 minutes after he calls.
- (3) Periodic or subscription service used when a person wishes to be regularly picked up on a specific day at a specific time and location.

TABLE 9  
EXISTING MORRO BAY TRANSIT SERVICES

CHARACTERISTIC	DIAL A RIDE	CENTRAL COAST TRANSIT	SLOCAT MORRO BAY SAN SIMEON ACRES	RUNABOUT REGIONAL HANDICAPPED SERVICES
Funding Entity	City	JPA	SLO County	SLO County & all cities through JPA
Contractor	Laidlaw Transit	Laidlaw Transit	SLO County	Santa Barbara Transportation Co.
/Operator*	City Limits	SLO/Morro Bay/ Los Osos	Morro Bay/San Simeon Acres/Hwy 1	SLO County
Service Area				
Type of Service	Dial-A-Ride	Fixed route	Fixed route	Dial-A-Ride
Fare Structure*	\$ .75./ .60 seniors	\$1.00 Rt. 7	\$1.75/1.50/1.25/1.00/ .75/.50(Zonal Structure)	\$2.00
Transfers	Yes	Yes	Yes	No
No. of Routes	N/A	2	1	N/A
Operating Hours*	M-F 7-6 Sat. 9-1	M-F 6:52-6:18 S&S None	M-F 6:24-6:41 Sat 7:15-6:58	M-F 8-5 Sat 10-5
Passes	No	Yes	Yes	No
Accessibility	Yes	Yes	Yes	Yes
Exclusive	No	No	No	Frail Elderly/Disabled

Source: City of Morro Bay Department of Public Works

\* Figures as of 8/1/88 and are subject to change



TABLE 10  
RIDERSHIP STATISTICS  
1978-1988

	1978-79	1979-80	1980-81	1981-82	1982-83
DIAL-A-RIDE					
Regular Fee	47,540	45,220	29,240	27,855	31,490
Senior/Handicapped	14,920	15,470	21,980	25,420	29,250
Free	5,460	7,040	3,240	3,460	3,630
SUBTOTAL	67,920	67,730	54,460	56,735	64,370
Senior Van	939	710	490	680	940
TOTAL	68,859	68,440	54,950	57,415	65,310
TOTAL DIAL-A-RIDE	1983-84	1984-85	1985-86	1986-87	1987-88
	53,910	48,054	48,691	44,256	43,309

Source: Short-Range Transportation Development Plan 1983 to 1988 for FY 1978/79-FY 1982/83. Statistics for FY 1983/84-FY 1987/88 are from the City of Morro Bay Department of Public Works.

Since August, 1983, the DAR system has been operating weekdays from 7:00 a.m. to 6:00 p.m. and Saturdays from 9:00 a.m. to 1:00 p.m. The City of Morro Bay owns and maintains four vehicles, (one is a back-up vehicle) and support facilities needed for DAR operations. The average response time for a pick-up is less than 15 minutes, which is much less than average response times of between 30 minutes to an hour in other communities. DAR Ridership statistics are shown on Table 10.

The TDP/1983-1988" was prepared by a private consultant and evaluated the City's DAR system. According to this plan, the most cost-effective and beneficial public transit system for City residents is a DAR service. The plan concluded that a fixed route system does not provide adequate transportation for all City residents. The TDP/1988-1993 will also address this issue and evaluate options such as status quo, status quo with reduced level of service, "scatter-gather" (or checkpoint deviation DAR), and fixed route combined with limited DAR for elderly and handicapped only, including a possible shuttle to link the Embarcadero, downtown, and motel and commercial areas, including North Main Street.

Public transportation which connects to the Dial-A-Ride is provided on State Highway 1 between San Simeon Acres and Morro Bay by the County of San Luis Obispo (SLOCAT). The Central Coastal Transit System connects Morro Bay with South Bay, Cuesta College, City of San Luis Obispo and the California Men's Colony. These are fixed route and fixed time systems which provide the only public transit link between Morro Bay and these nearby areas. The pick-up location for the Central Coastal Transit and SLOCAT is at City Park on Harbor Street.

The Santa Barbara Transportation Company operates a County-wide Dial-A-Ride ("Runabout") for frail elderly and disabled persons. This system can be used, as space is available, by other senior citizens.

The City is a member of the Central Coast Transit Regional Joint Powers Authority (JPA) which operates Central Coastal Transit and is also a member of the San Luis Obispo County Area Transit Authority (TPA) which operates the Runabout.

#### b. ISSUES

Problems and issues identified with public transit include (1) cost and efficiency of the City DAR, (2) the need to improve public awareness and ridership, (3) provision of pick-up points to reduce costs, (4) inter-connection service with Los Osos, and (5) the addition of transit stop improvements. These issues are discussed in the following sections.

## 1. Cost and Efficiency of Dial-A-Ride Operations

Problems of the DAR system include cost of operations and service efficiency. The (TDP)/1983-1988 was prepared specifically to assist the City in making decisions regarding the delivery of transit services for FY 1983-84 through 1987-88. The TDP outlines a fiscal program which has been implemented by the City to reduce operating costs and increase efficiency; however, the cost of operating the system still exceeds the City's State Transportation Development Act funds, (TDA). Any cost reductions should consider the City's commitment to supporting a DAR system with a high level of service.

Currently, costs of the DAR system are met by a combination of TDA funds, passenger fares, interest, and general fund monies as needed. The most appropriate option to increase revenues, when needed, is to increase fares; however, this may result in reduced ridership. The last increase became effective on July 1, 1987. An additional fare increase may be warranted in the near future. A reduction in the level of service would reduce costs, but may result in unmet transit needs in the City.

Ridership can also be increased, resulting in increased revenues from passenger fares; however, this may increase costs as well. This by far is the best alternative to improve the financial stability of the DAR system, and methods to reach this result should continue to be investigated. Other methods to reduce cost and to provide efficient service would be to: 1) encourage subscription service and advance call-ins; and 2) computerize paperwork.

The TDP/1988-1993 will explore financing alternatives. To improve the efficiency of DAR operations, the City has received an UMTA Section 18 Grant for a personal computer (PC) and related accessories. The PC will be used to more efficiently maintain and use rewired data and prepare monthly management reports, replacing the existing manual system. Appropriate software and programming will enable the rewired data to be easily stored on a daily basis and reported in various ways for different purposes, including but not limited to the number of passengers/vehicle hour, average wait and travel times, passengers/mile, miles/passenger, and revenue, expenses, and other financial data. The PC can also be used to more efficiently manage subscription service data, including pre-provided trip tickets. Computer assisted dispatch should also be considered. The PC can be a valuable management tool that will make system performances monitoring and reporting easier to accomplish, resulting in better productivity.



## 2. Public Awareness and Ridership

DAR should be visible to residents and visitors to increase public awareness and ridership. During the first six months of DAR's operations, a promotional campaign was undertaken to inform residents of its existence and to encourage its use. The campaign included distribution of brochures, telephone stickers, complementary tickets, and radio coverage. Although there was no on-going marketing program from January 1978 through July 1986, the DAR contractor routinely distributed and continues to distribute DAR brochures to high use destination points, including but not limited to: The Chamber of Commerce, Library, Senior Center, and tourist destinations. DAR brochures have been and continue to be distributed through the Welcome Wagon and City Hostess programs. The City and DAR contractor conducted a comprehensive marketing campaign from October, 1983 through March, 1984. Since August, 1986 the city has actively and aggressively marketed DAR program through numerous advertising and promotional methods. The city has successfully solicited support from the business community to jointly sponsor free rides and ticket books as well as provide driver recognition awards. Despite these extensive efforts, DAR ridership has declined. The San Luis Obispo Area Coordinating Council staff has concluded that this reflects state and national trends.

The city should continue its DAR marketing efforts. TDP/1988-1993 will include a marketing analysis and plan that can be implemented during the next five years. This element of the TDP/1988-1993 will address enhancing the city/business community partnership to promote public awareness of DAR. This partnership has developed during the past two years and the city should continue to encourage this partnership.

## 3. Provision of Pick-Up Points and Other System Alternatives

Several alternatives to the existing door-to-door service have been suggested by the public, County and City staff, transit authority members, and other sources. None of the alternatives totally eliminates door-to-door service but provide options in addition to it.

Pick-up points could be designated at specific heavy use locations, such as points along the Embarcadero, Morro Bay Medical Center, The Pacific Care Convalescent Center, shopping centers, Senior Center, and the Lucky Seven Market. Passengers could be dropped off and picked up at these high use locations when destinations are in close proximity to them.

A fixed shuttle service along The Embarcadero during summer months is another alternative. The Embarcadero, however, is especially crowded during the summer and traffic is heavy. Instead of a shuttle service, the City could include pick-up points at various locations in the Embarcadero area, such as at

Tidelands Park, the Centennial Stairway, the T-Pier and Coleman Park. Other roads could be traversed instead of The Embarcadero. This would reduce the stop and go traffic problems on The Embarcadero. In addition, the water-taxi proposed in the "Harbor" section of this Element would provide a unique fixed route system along the waterfront which would meet transit needs along The Embarcadero. The water-taxi would not be affected by street congestion on The Embarcadero. (See "Harbor" section.)

Another technique for improving service is the "scatter-gather" system which can be incorporated into the existing DAR system. The scatter-gather system means that vehicles make regularly scheduled stops at fixed locations or check-points. Passengers boarding at these locations are delivered to their destinations in between regular door-to-door service responses. The possible inconvenience of a long ride for a check-point passenger is offset by the convenience of a regular service at certain times and locations.

The TDP/1988-1993 will address the above alternatives and may consider other alternatives as well.

#### 4. Interconnecting Services

SLOCAT provides fixed route service between Morro Bay, San Simeon Acres, Cambria, Cayucos, Los Osos/Baywood Park, and San Luis Obispo. Central Coast Transit (CCT) provides fixed route service between Morro Bay, Los Osos/Baywood Park, Cuesta College, California Men's Colony, San Luis Obispo, and Atascadero. Morro Bay residents and visitors can use DAR to collect with these two regional public transit systems. SLOCAT and CCT connect with the new SLOCAT service in San Luis Obispo. SLOCAT is a fixed route service between San Luis Obispo, Pismo Beach, Grover City, Arroyo Grande, and Oceano. SLOCAT service started March, 1988.

Existing service between Morro Bay and Los Osos/Baywood Park could be improved by coordinating a designated pick-up point for Morro Bay DAR and South Bay Dial-A-Ride. The schedule could incorporate two or three daily or weekly pick-ups and delivery times depending on demand, to a convenient location such as Calvary Baptist Church in Morro Bay or the Church of the Nazarene in Baywood Park. The city has explored this possibility with the County, the operator of South Bay Dial-A-Ride, during the past two years. Although the city has the capacity to offer this service the county has indicated it lacks sufficient vehicles to provide both regular service and services to designated pick-up point.

The TDP/1988-1993 will examine the feasibility of a coordinated pick-up point for Morro Bay DAR and South Bay Dial-A-Ride.

## 5. Community Transit Stops

Two issues are apparent regarding to transit stops. The first is the need to provide covered benches at various collection points, particularly at the SLOCAT/CCT bus stop at City Park, shopping centers, and a central point on the Embarcadero. The second is the need to provide loading and unloading space at shopping centers to reduce congestion and make it easier for passengers to safely enter and exit the buses. Both types of improvements are needed but should be planned commensurate with the availability of funds to provide them.

The city has received an Urban Mass Transportation Act (UMTA) Section 18 Grant to construct accommodating twenty passengers. This bus stop shelter will offer protection from wind and rain and will include a public pay telephone and information display area. This project will be constructed in conjunction with City Park Master plan improvements. The bus stop and other park improvements will share a common architect and design theme. Construction of these facilities is scheduled to begin in mid-1989.

According to the DAR supervisor, there are common destinations which possible locations for benches and other improvements. They are listed as follows:

- Williams Brothers and Payless Shopping Centers
- Morro Bay Medical Center
- City Park
- Pacific Care Convalescent Center
- Senior Center
- Downtown
- Embarcadero Chess Board
- Lucky Seven Market (San Jacinto and Main Street)
- Circle K convenience store (Hwy. 41 and Main St.)
- Residential Area at Yerba Buena Street

The Williams Brothers and Payless centers should provide a parallel loading area along the store front entrances for use by the Runabout and DAR systems. This would require the elimination of 3 to 4 parking spaces at each location but would assure safe loading and unloading and reduce traffic congestion when the busses are present. In addition, a bench (preferably covered) at each location should be provided for use by passengers waiting for the bus. Other locations, where traffic congestion is not a major problem, should have benches (covered where necessary) for waiting passengers.

Due to the need to keep the DAR system as cost effective as possible, innovative means to provide funds for benches and other improvements should be encouraged. Possible methods would



be obtaining public grants and/or requesting community service organizations to sponsor or provide benches needing city specifications as a public service project. The City also could use the benches for advertising space, with the charge for advertising offsetting the cost of the benches.

Figure 35 shows an example of a bench design for both covered and uncovered benches. The design of the benches should coordinate with other City-wide sidewalk improvements and landscaping plans. Consideration should also be given to provide protection from rain and wind.

**FIGURE 35**

**EXAMPLE OF COVERED BENCH**



## 6. HARBOR

### a. EXISTING CONDITIONS

The "Harbor" section of the Circulation Element concerns only navigational channels, mooring areas and dockage. Major harbor issues are addressed in the Local Coastal Program Land Use Plan sections titled "Commercial Fishing and Recreational Boating", and "Diking, Dredging, Filling, and Shoreline Protection". These LCP sections should be referenced with this section as there are many interrelated issues that affect harbor circulation.

Morro Bay Harbor is designated as a navigational waterway of the United States and is considered by the United States Coast Guard as a "Safe Harbor" during inclement weather. It is the only fully protected harbor between Monterey and Santa Barbara. The United States Coast Guard is responsible for enforcement of boating laws in the harbor. The U.S. Army Corps of Engineers is responsible for maintaining the harbor channel and revetments up to the State Park Marina.

The City's responsibility for harbor development stems in part from its State Tidelands Grant. The State originally granted tide and submerged lands in trust to San Luis Obispo County. The City succeeded to the County's interest when Morro Bay incorporated in 1964. The statute provided the City with the lands for the establishment, improvement and conduct of a harbor and for the construction, maintenance and operation of wharves, docks, piers, slips, and other facilities necessary or convenient for the promotion and accommodation of commerce and navigation. The City cannot convey the lands but may grant franchises for public purposes or leases for a limited period (not to exceed 50 years) for purposes consistent with the public trust and with the requirements of commerce and navigation at the harbor. In 1970, the grant was amended expanding its original purposes to include other land uses within the grant. (See LCP, page 158 for further information on land uses.)

The maintenance and dredging of the navigational channel in the harbor maintains the existing federal channels at presently authorized widths and depths and assures the continued navigability of the channels. Authorized channel configurations are as follows (See Figure 36 for locations):

	<u>Width</u>	<u>Depth</u>	<u>Length</u>
Entrance Channel	350 ft.	16 ft.	2,500 ft.
Navy Channel	Variable	16 ft.	4,500 ft.
Morro Channel	generally 150 ft.	12 ft.	5,300 ft.



The draft of boats able to be accommodated in the harbor is limited due to channel and mooring depths. The harbor can only accommodate a boat that has about a 10 foot draft because the moorage and slip areas are less than 12 feet deep due to sandbars in the channel. Portions of the mooring areas can only accommodate a boat with a draft of less than 8 feet and a length of 45 feet. Since almost all of the slips can accommodate only boats less than 45 feet in length, longer boats are limited to the T-Pier for dockage. Boats over 130 feet in length cannot enter the harbor beyond the first T-Pier.

Tables 11 and 12 summarize the dockage and mooring (anchorage) facilities which accommodate a total of 494 vessels, including temporary tie-ups for 23 fishing vessels. Figure 36 shows general areas for dockage and mooring. Presently, Morro Bay has 278 moorings and slips for recreational and recreational fishing boats and the remainder for commercial fishing, Coast Guard and City boats. The available spaces are either in the designated mooring spaces or adjacent to the shoreline in various areas of the bay. (Note: Table 11 gives 1982 counts. These are being updated by City Harbor Officials.)

Dockage facilities are listed on Table 11. The actual capacity can vary according to the size of the vessel. The space for 366 vessels is based on an average vessel length of 40 feet. Of these spaces, the City manages 91 spaces, leases 237 permanent spaces and 23 temporary spaces. There are two privately-owned docks in the harbor with space available for about 15 vessels, and the Morro Bay State Park has a marina with 135 slips.

The number of moorings in the harbor's two anchorages total 128. Boats are moored in a grid pattern measuring 100 feet on center. In addition, the City has a pilot program underway to test the acceptability and feasibility of pile anchored floating docks in the mooring areas. One experimental floating dock has been constructed in the Free Anchorage Area (mooring area) in the northern portion of the harbor. The City is responsible for dredging mooring areas and turning basins.

Since incorporation, the City has prepared plans for harbor development, once in 1966 and again in 1971. These plans proposed major marina expansion within the harbor but were on a scale inconsistent with protection of coastal resources in accordance with Coastal Act requirements. The latest plan, proposed in 1971, set as a major objective a minimum of 1,500 boat slips in the harbor as compared with the current 494 moorings and slips.

There is a public launch ramp in the harbor which is the only salt water access of its type between Santa Barbara and Monterey. This facility is offered free to the public year around.

A water taxi service is available in the harbor. The "Clam Taxi" is privately operated and it provides shuttle service to the sand spit and to mooring areas. Water shuttle service for purposes of

commercial fishing maintenance (repair of boat engines and other equipment, boat touring, etc.) is usually provided by the Associated Divers Company.

There is no regular taxi service to transport people by water from various points along the waterfront (e.g. from the State Park Marina to Morro Rock). A service of this nature would be beneficial in order to provide transportation for visitors from one part of the Embarcadero to another. This service could either be a private concession or publicly sponsored, and would likely be most feasible during the tourist season. A water taxi service along the harborfront would have advantages over a land-based tram along the Embarcadero because the harbor channel is far less congested than the street. Also, the existing public docks located throughout the Embarcadero would provide convenient pick-up and drop-off points.

**FIGURE 36**

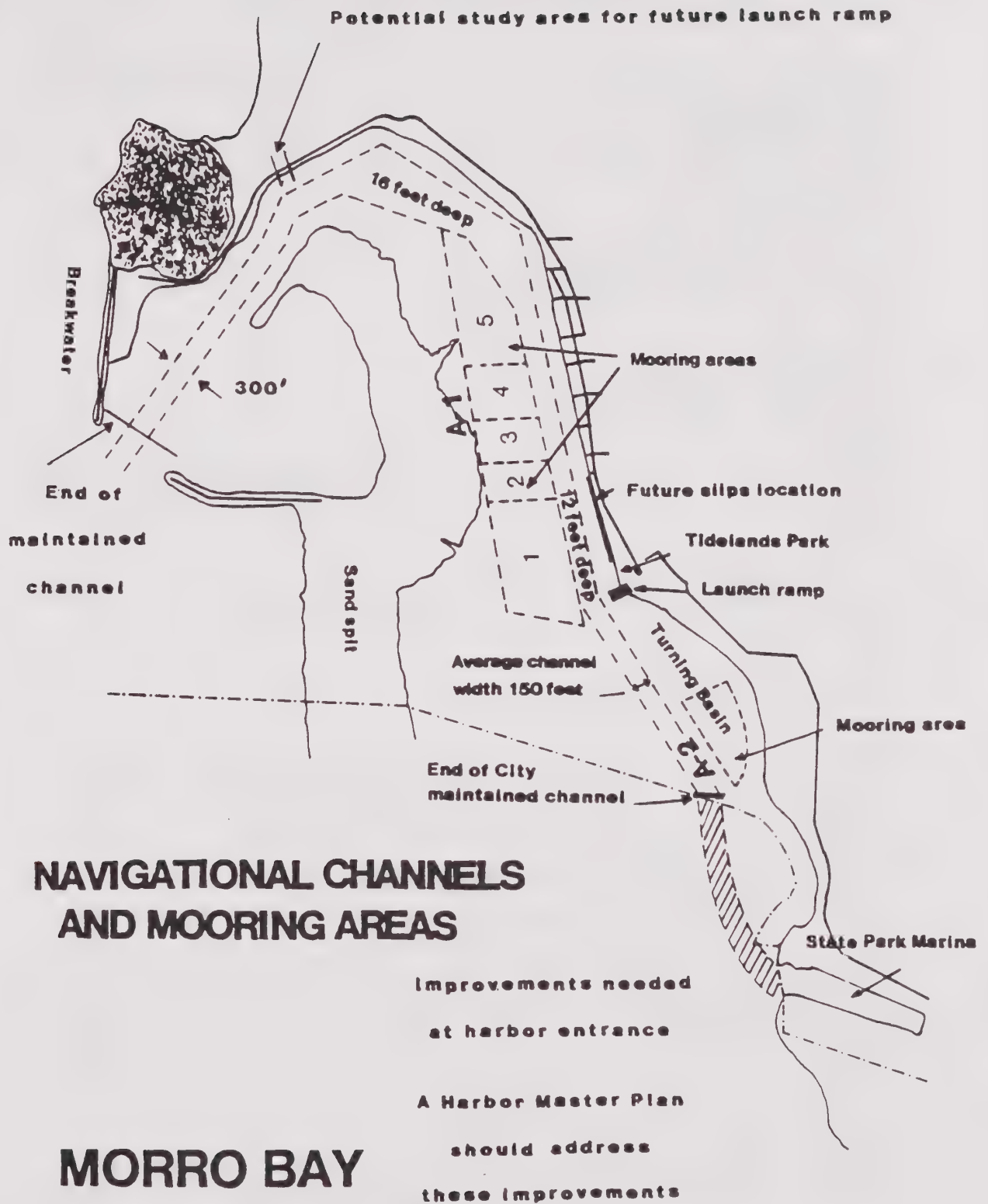




TABLE 11 - SUMMARY OF SLIPS AND MOORINGS, 1982 MORRO BAY HARBOR

(NOTE: THIS TABLE IS IN THE PROCESS OF BEING UPDATED BY HARBOR OFFICE)

NAME/IDENTIFICATION	SPACES		OWNERSHIP
	PERMANENT	TEMPORARY	
Midway Marina	90	0	Lease
Golden Tee	11	0	Lease
Floats South Fisherman's Fuel Dock	3	0	Private
Beacon Fuel Dock	30	3	Lease
Gladys Walton	4	0	Lease
All Seasons Seafood	0	0	Lease
Pacific Haven Boatworks	16	0	Lease
City Launch Ramp Rental Slips	14	0	City
Fry	1	0	Lease
Batteiger	1	0	Lease
Associated Divers	6	0	Lease
Sylvester Brothers	4	0	Lease
Morro Bay Yacht Club	10	0	Lease
Hittles	0	0	Lease
McGurns	2	0	Lease
Pyle	2	0	Lease
Deanna	2	0	Lease
Aquarium	2	0	Lease
The Chandlery	4	0	Lease
The Ship Store	4	0	Lease
Morro Bay Marina	11	0	Lease
Fuel Dock	0	0	Lease
Zeke's Wharf	4	0	Lease
Johnsons Morro Bay Oyster	2	0	Lease
Roses Landing	4	0	Lease
Fish Bowl II	2	0	Lease
Bob's Seafood	1	0	Lease
Marine Ways	0	0	Lease
Machine Shop	0	0	Lease
Galley Restaurant	4	0	Lease
Beachcomber Galley/Graham's Landing	6	0	Lease
Central Coast	0	2	Lease
Dunes Street Rental Slips	14	0	City
Brebe's	12	0	Private
Beach Street Rental	5	0	City
South City T-Pier	30	0	City
Sam Cunningham	1	0	Lease
Virg's Long Dock	6	0	Lease
Tiger's Folly	1	0	Lease
Virg's	6	0	Lease
Pacific Shellfish	0	4	Lease
North City T-Pier	28	0	City
M & M Refrigeration	0	2	Lease
TOTAL	366 spaces	23	

TOTAL CITY OWNED: 91 /CITY LEASES: 237 (23 temporary)  
 TOTAL PRIVATE: 15

TABLE 12

## MOORING SURVEY, 1982

(NOTE: THIS TABLE IS IN THE PROCESS OF BEING UPDATED BY HARBOR OFFICE)

<u>MOORINGS AREA</u>	<u>LOCATION</u>	<u>NUMBER OF MOORINGS</u>
A-1	1	27
A-1	2	13
A-1	3	27
A-1	4	26
A-1	5	1
A-2	0	21
A-2	00	13
TOTAL MOORINGS		128
TOTAL CONCRETE MOORINGS		119
TOTAL STEEL MOORINGS		8
TOTAL WITH NO MOORING BUOY		1

\* See Table 13 in LCP Land Use Plan (pages 153 and 154) for the specific mooring number, weight of the mooring, anchorage area by mooring number and material of mooring. Figure 36 shows mooring locations.

b. ISSUES

The major problem facing the harbor is the lack of a master plan. The latest plan (prepared in 1971) projected a slip capacity of 1,500 vessels, which may be inconsistent with the City Local Coastal Program policies. In addition, there may be conflicts between various improvements in harbor circulation and other environmental and aesthetic goals. Harbor circulation should be addressed in a master plan which balances these various considerations.

Other problems associated with harbor circulation, such as dredging of the harbor and maintenance of the breakwater, are the responsibility of the U.S. Army Corps of Engineers and are not the responsibility of the City. Therefore, direct City action in these cases is constrained.

## 7. PIPELINES AND UTILITY TRANSMISSION LINES

### A. EXISTING CONDITIONS

In addition to the various transportation systems for the movement of goods and people, Morro Bay also has large networks of pipelines and utility transmission lines used to move water, sewage, storm drainage, fuels, electric power and communication. This section deals with these other forms of transportation.

It is definitely cheaper and often less environmentally damaging to transport goods such as water, sewage, oil and natural gas through pipelines than it is by truck. Except for the initial grading and potential for leakage, there is generally very little impact caused by pipeline transportation. As far as electrical or communication transmission is concerned, there are no currently available alternatives to replace the existing electric overhead or transmission lines.

Future technologies may bring the possibilities of widespread transport of solids through pipelines (as in the example of the use of pneumatic tubes at many bank drive-up windows). The future may also bring the common use of electromagnetic waves or laser transmissions of electrical power and telephone communication.

Maps of the oil and gas pipelines and high voltage transmission lines are contained in the Local Coastal Plan Section on Energy and Industrial Development. Maps of the major trunk lines of the water and sewer systems are contained in the Master Water and Sewer Plans and are subject to periodic updating. The detailed water and sewer networks are depicted upon plot maps in the City Engineer's office.

#### 1. Water Distribution

The City has wells in the Chorro and Morro groundwater basins from which the City obtains its water. The water is pumped to storage tanks to provide for both domestic and fire flow needs of the City. The water is distributed throughout the City in an extensive network of pipelines which are usually located within street rights-of-way. The water system is discussed in detail within the Public Facilities section of the General Plan. The City's Water Master Plan, prepared in 1975, specifies the improvements which are necessary to ensure that all uses are adequately served.



In addition to the City's water system, the Whale Rock water main is routed through the City. Water from Whale Rock Reservoir is transmitted to the City of San Luis Obispo through this line.

## 2. Wastewater Collection

The City of Morro Bay jointly owns their wastewater treatment facility with the Cayucos Sanitation District. The pipeline collection system for each community is totally separate.

Sewage is collected throughout the City via pipelines generally located in the street. Sewage is treated at the City's wastewater facility located south of Atascadero Road, west of Highway 1.

The sewage system is described within the Land Use Section of this General Plan. A detailed Collection System Master Plan Study is currently being conducted. That plan, when complete, will specify the measures which will be necessary for the proper collection, of wastewater in the City of Morro Bay.

## 3. Oil and Gas Pipelines

There is an extensive oil pipeline network within the City of Morro Bay. Pacific Gas and Electric Company has an offshore terminal for unloading fuel oil to operate their power plant. Pipelines carry the fuel oil to storage tanks on the power plant site and to additional tanks in the county, about three miles northeast of the power plant. The section on energy facilities contained in the Land Use Element provides details on the power plant facility.

Chevron U.S.A. has an extensive tank farm located northeast of the City limits. Crude oil from the lower San Joaquin Valley and San Ardo fields is stored in the tanks and then transferred by pipeline to oil tankers at Chevron's two offshore marine terminals for shipment to Los Angeles, San Francisco and Washington. Other oil companies such as Mobil Oil Company and Texaco may also use Chevron's pipelines and marine terminal under an agreement approved by Chevron. Chevron has no plans for expansion of their pipeline system.

The U.S. Navy also has a marine terminal located between the Chevron terminals and P.G.&E's terminal. Jet fuel is transferred via a 16-inch pipeline from tanker ships moored at the terminal along Vashon Avenue through an easement across several residential lots, then along part of Whidbey Way to several storage tanks located adjacent to and east of the north

Morro Bay residential area. From there, the jet fuel is shipped via a 6-inch pipeline to the Lemoore Naval Air Station (LNAS) located in the San Joaquin Valley. The Navy has no plans for expanding their jet fuel pipeline system.

Southern California Gas Company provides natural gas to the majority of the City. This distribution system, like the water and sewer systems, is very extensive. There are natural gas lines under almost every street in the City. Pacific Gas and Electric's power generating plant is served by their own separate gas line from the northeast.

#### 4. Utility Transmission and Communication Lines

Electrical, telephone and cable television communication lines are spread throughout the City. In most cases, these utility lines are located above ground, suspended from poles located in parkways or within easements in rear yards. Utilities are placed underground in newer developments as required by the Local Coastal Plan visual resource policies. (See Scenic Highway Element and Visual Resources Section.)

In the City of Morro Bay, three electric transmission lines begin at PG and E's power generating plant on the Embarcadero. These transmission lines are supported overhead by steel towers, designed in accordance with the applicable California Public Utilities Commission's rules and regulations. These tower lines transmit the electrical power easterly into the County of San Luis Obispo and to the southern San Joaquin Valley for transmission to much of California, as well as Oregon and Nevada. (Refer to Industrial and Energy-Related Developments section of Coastal Land Use Element portion of the General Plan).

#### b. ISSUES

##### 1. Water Distribution System

The water pipeline system is discussed in detail in the City's Master Water Plan. That plan describes deficiencies in the size and condition of many of the existing water lines. Many water lines are inadequate; they are too small to provide for required domestic and fire flows. The Master Water Plan describes proposed water works improvements which are to be completed in five 5-year phases. The improvements which are stated to be necessary include correction of pressure zone problems, replacement of lines where there are leakages or head losses, or where the size of the existing lines are inadequate to provide for fire flows. (See also Public Facilities Section of the General Plan.)

## 2. Sewage Collection System

The sewage system was studied. A new sewer master plan was adopted in early 1988. That plan will specify the programs which will be necessary to assure adequate sewage flow capacities within the City's sewers.

## 3. Oil and Gas Pipelines

Once in place, there are usually very few problems associated with oil or gas pipelines. These systems are owned by entities other than the City. Therefore, the maintenance and repair of these lines are not the responsibility of the City.

The Chevron pipeline bisects only a small corner of the north part of Morro Bay. Their storage tanks are located within the County and their terminals are located within State Tidelands outside of direct City jurisdiction. The Local Coastal Plan contains policies regulating pipelines for energy facilities for such concerns as oil spills, waste disposal, expansion and pollution. The LCP policies also address mitigation measures for pipeline construction. Those measures include erosion control, revegetation and other measures intended to protect natural resources.

The Federal Department of Transportation and the California Pipeline Safety Act regulate the technical performance of oil and gas pipelines. The installation of new pipelines within the City is governed by the City of Morro Bay through the issuance of coastal development permits and grading/building permits.

Since the Chevron pipeline is remote from the rest of the community, the potential for impacts on adjacent land uses is negligible. Oil spills or fires related to the lines should only impact the immediate area of the lines unless they are not controlled quickly, in which case the impacted area will spread. Chevron has an emergency contingency plan which has been coordinated between Chevron and Morro Bay's emergency services.

Chevron has no plans for new pipelines in the City in the near future. They replaced their 12-inch crude oil pipeline in 1982. The Southern California Gas Company has an 8-inch natural gas line paralleling the crude oil pipeline to supply fuel for the Estero Terminal. There is adequate capacity in these lines to meet projected needs of Chevron.

The primary problem in the past has been third-party damage, usually during grading. Chevron regularly patrols and inspects their lines. They have a program for continually upgrading the marking of their lines. Like other oil and utility companies, they participate in the Underground Service Alert (U.S.A.) program by which a person planning excavation is required to call 800-642-2444 to determine if underground pipelines will be affected.



Another problem for oil pipelines is corrosion. In order to minimize the potential for an oil spill due to corrosion, Chevron uses coated lines and cathodic protection. If Chevron continues its programs of monitoring with regular inspections and annual tests, there is little likelihood of any problems being created by their pipelines.

Unlike Chevron's oil pipelines, the Navy's jet fuel pipelines are located within the northern residential area of the City. Fuel spills, fires or explosions could seriously impact adjacent land uses. The Department of Defense controls the maintenance and construction of these pipelines. They inspect the lines daily by line patrols and weekly by air patrols. They also conduct pressure and volume checks of their pipelines. However, the volatile nature of jet fuel and proximity to residential areas makes these pipelines potentially much more hazardous than Chevron's or P.G. & E.'s oil pipelines.

The City's LCP directs that if the Navy's lines and facilities are to be expanded, that they be relocated into the hills near the Chevron facility away from residential areas. Until that occurs, there should be measures to ensure that residential development is protected to the greatest extent possible from any potential accidents along the existing lines. The current monitoring by the Navy reduces the risk to existing residents. Signage identifying the location of the pipeline should be increased so that accidental breakage during excavation work does not occur. Meanwhile, the monitoring program conducted by the Navy should minimize the potential for spills, fire or explosion.

Pacific Gas and Electric Company's pipelines enter from their marine terminal within their power plant complex. Those lines, as well as the lines feeding their storage tanks in the County, are separated from existing residential areas. As with Chevron's pipelines, the primary concern for P.G. & E.'s pipelines is third-party damage caused by excavation. P.G. & E. has their own monitoring program to ensure that leaks or spills do not occur.

The Southern California Gas pipelines have potential for fire or explosion. These hazards occur in pipelines due to leaks caused most often by third-party excavation. To help reduce this risk, the City's current program of notifying contractors to contact Underground Service Alert will be continued. Education of all excavators is the best means to prevent breakage of natural gas and other buried pipelines.

#### 4. Utility Transmission and Communication Lines

The construction, repair and maintenance of utility lines is the responsibility of the utility companies. With the exception of occasional power outages and interruptions in telephone or cable television services, there are very few impacts or problems associated with transmission lines. The prime concerns with transmission lines are their visual impact when installed above ground and, in the case of electrical lines, the potential for accidental electrocution. Both of these problems are markedly lessened if the utility lines are placed underground. The City's Visual Resources Section of the General Plan requires the undergrounding of on-site utilities in connection with new development or major redevelopments. As funds for undergrounding of existing off-site utility lines becomes available, priority will be given to undergrounding along the Embarcadero, within the Downtown and along the entrances of the City.

It may be appropriate to include underground utilities as part of the programs for the provision of off-street parking in both the Downtown and the Embarcadero. In this way, additional areas could be undergrounded as part of the improvement or assessment districts.

In addition to the utility lines which serve the various land uses within the City, P.G. & E. has three major electrical transmission lines which transmit power from the Morro Bay power plant to the rest of their statewide customers. These lines begin at the power plant and pass over Highway 1 on their way eastward across the County. The electrical lines carry too high a voltage to be feasibly located underground with today's technology. However, there are more aesthetically pleasing support structures now being used in other areas of the country. When possible, the existing structures should be replaced with better-designed support structures.

## C. CIRCULATION ELEMENT OBJECTIVES, POLICIES AND PROGRAMS

### 1. PEDESTRIAN

#### OBJECTIVES:

- \* Provide a functional pathway system throughout the City.
- \* Ensure that the pedestrian is comfortable including provision of walkway amenities and weather protection where pedestrian traffic is heavy.
- \* Provide for the convenience of the pedestrian, including pathway directness, gradual grades, directional signing, directory maps and other features which make pedestrian travel easy and uncomplicated.
- \* Ensure the safety of the pedestrian by separation from vehicular travel.
- \* Provide for the security of the pedestrian by providing adequate lighting and open lines of sight.
- \* Provide accessibility for the handicapped.

#### PROGRAMS AND POLICIES

POLICY C-1: Sidewalks should be provided along existing commercial, industrial and multi-family residential streets where no sidewalks currently exist.

Program C-1.1: New developments should be required to provide side walks along all street frontages of the property except within single-family designated areas. Sidewalks may be required in single family areas if necessary to complete a discontinuous sidewalk system already in place. Major developments may be required to extend sidewalks beyond the boundaries of the site if it is determined that pedestrian linkages to other existing sidewalks are warranted.

Program C-1.2: Sidewalks should be constructed along the routes specified as highest priority as funds become available.

Program C-1.3: Improvement districts or other funding measures should be established for the Downtown, the Embarcadero the north Main Street commercial area and school areas for the construction of new sidewalks, the addition of



amenities or the widening of existing sidewalks where these improvements are necessary. The sidewalk along North Main Street should be continuous.

Program C-1.4: Future walkways and bikeway on PG&E property along its Embarcadero frontage should be designed in a meandering fashion to minimize loss of existing trees and landscaping. Reduced walkway, and/or bikeway widths (or a combined facility) may be allowed where necessary to retain landscaping.

POLICY C-2: Sidewalks should be wide enough to meet the needs of the expected pedestrian traffic.

Program C-2.1: The Embarcadero sidewalk should be widened as provided in this "Pedestrian Circulation" section of the Circulation Element. The widening will be accomplished through a combination of street right-of-way dedication, off-setting of the street improvements and special improvement district funds.

Program C-2.2: Standards for new sidewalk widths should be based upon not only the uses of properties adjacent to the sidewalk but also other uses which generate pedestrian traffic nearby. Widths should be adequate to meet the needs of both the adjacent use as well as other nearby uses.

General standards should be:

Commercial: 8 to 10 feet wide

Industrial: 6 to 8 feet depending upon expected walking traffic.

Residential-Multi-family (including duplexes): 6 feet wide when adjacent to curb and 5 feet wide when separated from the curb by a planting strip.

Residential-Single-family: None required for most existing neighborhoods except near schools or parks or when traffic levels are high. New single-family developments may be required to provide sidewalks by the City if the City determines that sidewalks are necessary and appropriate. Sidewalks in these instances should be the width specified for multi-family development.

Program C-2.3: In residential areas, integral sidewalks are discouraged. However, when integral sidewalks are permitted, the sidewalk must be wide enough to allow for mail boxes, fire hydrants, light poles and other obstructions without impacting the pedestrian travel way

(minimum of 5 feet clear width). Residential sidewalk crossings of driveway aprons should be avoided when possible.

POLICY C-3: Handicap access should be provided where feasible pursuant to State Disabled Access Regulations.

Program C-3.1: All new sidewalks should include handicap ramps at the curb at intersections and other locations where accessibility is warranted.

Program C-3.2: A switch-back handicap ramp should be considered for the coastal bluff upon development of the parcels located along the bluff east of the Embarcadero.

POLICY C-4: Pedestrian access to recreational areas and schools should be provided.

Program C-4.1: Walkways, pathways and boardwalks shall be constructed in accordance with the policies and programs established in the Local Coastal Plan. The following walkways are included in this coastal access system:

- a. The Embarcadero walkway along the Morro Bay Harbor.
- b. Walkways between Main Street and Del Mar Park across Texaco property east of Main Street.
- c. Walkways between Sandalwood Avenue and the beach over the "Cloister" parcel.
- d. Lateral access walkway and three vertical access walkways over "the Keyoto-Natalie property", north of Morro Bay High School. The developer of this property should prepare a detailed public access plan for the property. (See also "Bikeway" section.)
- e. Walkways to the beach north of Morro Rock and south of "the Keyoto-Natalie property".
- f. Pathways and bike trails through Morro Bay State Park from Main Street to South Bay Boulevard. (See Pathway System Map, Figure 2)
- h. Other pathways designated in the Local Coastal Plan.

Program C-4.2: A pathway should be improved between central Morro Bay and Morro Bay High School across the P.G. & E. property as a condition of any future development permit approvals for the power plant. The bikeway and walkway system through PG&E property may be a shared responsibility, in which PG&E will dedicate the land, and the City will provide the improvements. (See also "Bikeway" section.) Any pathway or bikeway should minimize removal of

trees, and should be designed to provide security for pedestrians and should not jeopardize security or liability requirements for PG&E.

Program C-4.3: A pathway should be improved between central Morro Elementary School and Quintana Road as a condition of approval for development of the open area located northwest of the Williams Bros. Shopping Center.

Program C-4.4: A sidewalk should be provided along Coleman Drive near the PG&E plan. (in conjunction with separate bikeway).

Program C-4.5: A stairway should be constructed at the end of Dunes Street.

Program C-4.6: Rehabilitation of the revetment along Coleman Drive by the U.S. Army Corp. of Engineers should include installation of the boardwalk required in the LCP.

POLICY C-5: Pedestrian crossings of streets shall be designed to minimize hazards to the pedestrian.

Program C-5.1: The City should provide crosswalk stripes at intersections where pedestrian traffic is heavy.

Program C-5.2: At intersection locations in the Downtown and along the Embarcadero, sidewalk extensions into the parking lane may be provided, as deemed useful and as funding becomes available, to reduce the distance across the street. These extensions will only be constructed when they do not impair drainage or vehicular traffic movement.

Program C-5.3: Alternative paving materials such as colored, stamped concrete should be considered for pedestrian crosswalks along Morro Bay Boulevard and Main Street in the Downtown and along the Embarcadero, in order to provide a theme and to show where pedestrian traffic is encouraged. Materials and design should be selected on the basis of long range safety and reduced maintenance.

Program C-5.4: Mid-block pedestrian crosswalks should be discouraged. However, mid-block crosswalks may be provided in situations where the City determines that distance between intersections is longer than the average block length.

Program C-5.5: A crosswalk should be provided at the Yerba Buena Street intersection with Highway 1 at the time that the intersection is signalized. This crosswalk and the crosswalk at San Jacinto Street and Highway 1 should be designed to be highly visible. There should be a walk-don't walk signal for pedestrians at both intersections with control buttons accessible to both pedestrians and



bicyclists. Paved raised center islands should also be provided for use of pedestrians crossing Highway 1. Cal Trans should be requested to place these improvements in the list of improvement projects for State highways.

POLICY C-6: Facilities for the pedestrian should be provided within developments.

Program C-6.1: Plazas and arcade walkways should be provided within commercial developments. Major commercial developments such as neighborhood shopping centers should include plazas within development plans. Smaller commercial developments which are unable to include outdoor plazas should be encouraged to include outdoor pedestrian spaces when feasible. (See also discussion of covered bus benches in the "Transit section.")

Program C-6.2: Walkways from parking spaces to the building should be provided within new developments as deemed appropriate and feasible by the City.

POLICY C-7: Sidewalks and plazas should include pedestrian amenities and landscaping.

Program C-7.1: Trees shall be planted along all streets as a condition of development. Generally, there should be a minimum of one 15-gallon size tree provided each 60 feet, or one per each lot, whichever is more. These trees need not be located within the right-of-way but they must be of a type and species such that: a. the roots do not affect sidewalks, curbs or gutters; b. height is compatible with overhead utilities; c. maintenance, when established, is minimized; and d. adaptable to the Morro Bay climate and soil conditions.

The Zoning and Subdivision Regulations shall be amended to provide criteria for the planting of trees as a condition of development and/or subdivision.

Program C-7.2: Along Downtown and Embarcadero sidewalks, landscaping should be increased; such landscaping could be placed in planters, tubs or window boxes.

Program C-7.3: Street furniture should be provided for the convenience and comfort of the pedestrian. Benches, trash containers and water fountains should be placed at strategic locations in the Downtown and Embarcadero (i.e. locations where there is substantial pedestrian traffic such as the theater block in the Downtown). When funding becomes available, the City should prepare a precise plan for the pedestrian areas of both the Embarcadero and the Downtown.

Program C-7.4: Alternative walkway paving textures should be encouraged. Paving materials must be durable, attractive and low in maintenance (such as stamped concrete and pavers).

Program C-7.5: Awnings and other weather protection should be provided in the heavy pedestrian traffic locations in the Downtown and the Embarcadero. Encroachment permits are necessary where awnings protrude into the public right-of-way.

Program C-7.6: Information kiosks should be placed at key pedestrian areas such as near central Downtown and along the Embarcadero. Kiosks can include boards to advertise local community events, directional maps for tourists, newspaper racks, and public telephones.

POLICY C-8: Sidewalks and walkways should be designed to be safe and secure.

Program C-8.1: Lighting should be installed along walkways. The lighting should be adequate to allow pedestrians to avoid obstructions as well as to allow proper police surveillance from adjoining areas. The amount of lighting needed for any particular walkway is dependent upon the amount of foot traffic. In areas of minimal nighttime foot traffic, such as within low-density residential areas, lighting may not be justified. Street lights in many commercial areas provide adequate lighting to meet the needs of the pedestrian walkways.

Program C-8.2: As funds become available, sidewalks should continue to be repaired or replaced when they become excessively cracked or uneven. Development should be required to repair adjacent cracked or uneven sidewalks as a condition of the permit.

Program C-8.3: Walk-don't walk signals should be included in any new street traffic signal installation.

Program C-8.4: Traffic signals should be timed to ensure that people can easily walk across the street before the light turns red.

Program C-8.5: Driveways and streets should be highly visible for the pedestrian. Buildings and landscaping should be located so as to not block the view of vehicles entering or exiting streets and driveways.

Program C-8.6: A signing program is needed coordinating pedestrian traffic between the Embarcadero and downtown areas.

## 2. BICYCLE

### OBJECTIVE:

- \* Provide a safe, efficient, enjoyable and attractive bikeway system throughout the City that serves as an alternative mode of transportation for persons of all ages. The system should, to the extent feasible, serve the needs of the bicycle commuter and shopper as well as the recreational user and exercise enthusiast.

### PROGRAMS AND POLICIES

POLICY C-9: The City will implement the Bikeway System Plan within legal and fiscal constraints while recognizing competing needs.

Program C-9.1: Bike paths or lanes designated on the Bikeway Plan should be provided within or adjacent to any new development or major reconstruction as a condition of the development approval. Class I separated bikeways will only be implemented where adequate right-of-way exists, such as within Morro Bay State Park and within Planned Unit Developments.

Program C-9.2: Those areas of the bikeway system not anticipated to be constructed by private development should be added as an amendment to the "Parks and Recreation Facilities Plan" Specific Yearly Plans for 1985-1990 and other future public facility plans. Improvement districts established for other circulation system improvements should include funds for bikeway system improvements within each district. The City should also actively pursue grant funds for bikeway system development.

Program C-9.3: Portions of the Bikeway System which are within public school properties should be encouraged to be developed by the San Luis Coastal Unified School District as part of their capital improvement program.

Program C-9.4: Portions of the Bikeway System which are within the state park and state owned properties should be encouraged to be developed by the State of California and should be incorporated into the State's Master Plans for these areas.

Program C-9.5: The standards for the development of bikeways shall generally be consistent with the criteria established in the California Highway Design Manual, "Bikeway Planning



and Design". For special circumstances, such as restricted right-of-way or steep slopes, the Planning Commission may grant exceptions to these standards.

Program C-9.6: Bikeway markings and signage should be clear, visible and easy to understand.

Program C-9.7: In all bikeway designs, efforts should be made to reduce conflicts between bicycles and pedestrians as well as between bicycles and motor vehicles.

Program C-9.8: Existing bikeways which may present some problems for the bicyclist as currently designed (such as portions of the bike path along south Main Street) should be redesigned pursuant to State Bike way Design Criteria, as funding becomes available.

Program C-9.9: The following bikeway system projects should be implemented:

1. A safe bike path through North Morro Bay should be provided. This could either be along North Main Street as a Class 2 bikeway, or as another alternate route as a Class 3 bikeway. (See Plan)
2. A Class 1 bike path should be provided along the east portion of the Keyoto-Natalie property near Highway One.
3. A bike path along the western edge of the Keyoto-Natalie adjacent to the dunes is inconsistent with the sensitive nature of the area, may be difficult to keep free of sand, and therefore any bike path in this area should be located to the east of the dune area.
4. A safe bike path should be provided between Highway 41 and the City's edge.
5. A bike path from Highway 41 across Morro Creek to Coleman Drive should have a low priority.
6. Bike lanes or paths should be provided within the Beach Tract.
7. A safe bike path along South Bay Boulevard should be provided to give access to and from the Los Osos area.

Program C-9.10: South Main Street could be widened if on-street bike lanes replaced the existing asphalt trail next to the curb. A narrower sidewalk for pedestrians only could be constructed in the location of the existing bike path.

POLICY C-10: The City will promote the use of bicycles in Morro Bay.

Program C-10.1: The City should request that local businesses encourage their employees to ride bicycles as an alternative to the automobile.

Program C-10.2: The Recreation and Parks Department should sponsor bike rides in the City and region.

Program C-10.3: The City should encourage motels to provide bicycles for the use of their guests.

POLICY C-11: The City should encourage the provision of secure and convenient bicycle parking areas at important bicyclist destination points.

Program C-11.1: The City should require new development anticipated to attract bicyclists to provide bike racks and bike parking areas in convenient locations as a condition of approval.

Program C-11.2: The City should encourage existing businesses and schools to install bike parking racks if adequate bike parking does not presently exist.

Program C-11.3: The City should periodically assess all existing municipal facilities and parks to determine the need for bike parking racks and install racks where needed as funding becomes available. Programs for the placement of bike parking racks should be added to the "Parks and Recreation Facilities Plan" and future capital improvement plans.

Program C-11.4: A bike rack should be installed at the end of the Embarcadero bike path as well as other high use bike way areas.

POLICY C-12: The City will continue to promote safety in the use of the bikeway system.

Program C-12.1: The City Recreation and Police Departments should work with the School District to continue bicycle use safety instruction for school children. This program should concentrate its efforts in the early elementary grades.

Program C-12.2: The Public Works Department should continue to monitor the street and bikeway system to ensure that bicycle hazard are prevented.

Program C-12.3: Bike paths should be separated from pedest-  
rian paths for safety purposes.

### 3. VEHICLE TRANSPORTATION AND STREETS MASTER PLAN

OVERALL OBJECTIVE: Provide a safe, efficient, enjoyable, attractive and well-maintained street system which adequately serves the transportation needs for private vehicle, commercial and public vehicle, bus, bicycle and pedestrian travel.

#### SECONDARY OBJECTIVES:

- \* Ensure that the street system is adequate to serve the circulation needs of existing and planned land uses.
- \* Maintain the safety of the existing street network.
- \* Discourage excessive traffic from quiet, residential neighborhoods and attempt to concentrate traffic on major arterials.
- \* Improve the appearance of the street-scape for both new and existing streets and highways.
- \* Provide effective delivery and truck transportation service without causing traffic congestion in high-activity commercial areas or traffic and noise problems in residential areas.
- \* Obtain increased use of alternative modes of travel to optimize street system usage.

#### PROGRAMS AND POLICIES

POLICY C-13: The City will strive to implement the street system plan within its fiscal and legal limitations.

Program C-13.1: Streets designated on the Street System Plan should be constructed within and adjacent to any development as a condition of development approval.

Program C-13.2: In areas where needed street improvements specified in this Circulation Element are not likely to be constructed by adjacent development, in-lieu fees should be required to be paid as a condition of development within the area of general benefit. These development fees should be based upon the cost of purchase of right-of-ways, design costs, construction costs and the costs of administering the project as well as financing costs. The City should also consider establishing improvement districts when improvements are necessary and when in-lieu fees alone are deemed to be inadequate to meet the costs of the improvements. (See Appendix "B" for additional funding sources.)



Program C-13.3: The Capital Improvement Program should include phased development of any designated streets which are not expected to be constructed by private development.

Program C-13.4: Improvements of streets within Morro Bay State Park, including those to be included in the Park Master Plan, should be coordinated with the street improvements specified in the Street System Plan. An arterial should be provided through the State Park.

Program C-13.5: The City should encourage the State Department of Transportation to implement both the State's highway plan and other improvements necessary to implement this plan which are associated with the state highway system.

Program C-13.6: Changes in planned land uses and other conditions which affect the street system should be continually monitored and, where necessary, these changes should be reflected in updates of this Circulation Element.

POLICY C-14: Improvements will be made to improve the operation of the existing street system within fiscal, staffing and legal limitations.

Program C-14.1: The City should continue its ongoing programs for pavement resurfacing.

Program C-14.2: Those intersections described in Appendix "A" should be redesigned when feasible and within the suggested time frames.

Program C-14.3: Where feasible, turn-arounds should be provided at the ends of existing cul-de-sac streets as a condition of adjacent development or with the use of improvement district funds. New cul-de-sac streets shall be required to have adequate turn-arounds.

Program C-14.4: Where adequate off-street parking is provided, on-street parking on existing commercial collector streets and arterial streets should be removed near intersections and additional travel and turn lanes should be added when necessary to meet traffic needs. Examples might include the Downtown segments of Morro Bay Boulevard and Main Street as well as north Main Street.

Program C-14.5: Curbs at key intersections on major arterials should be reconstructed when funds are available to allow easier right-hand turns. High priority are the intersections of arterials and collectors with Morro Bay Boulevard or with Main Street.

Program C-14.6: On-street parking should be prohibited in close proximity to curb returns at intersections to improve visibility. (See safety/sight visibility criteria in "Parking" section.)

Program C-14.7: Traffic signals and other traffic control devices described in Appendix A should be provided when needed, and where they improve the operation and safety of the street system. Buena Vista and Highway 101/Main Street is the only location currently needing a traffic signal.

Program C-14.8: When traffic signals are added to the street system, they should be synchronized to help eliminate delays and improve traffic flow.

Program C-14.9: The City should investigate solutions to the Main Street-San Jacinto intersection and surrounding area during preparation of the North Main Street Specific Plan.

Program C-14.10: Any new development with identifiable increases in traffic generation to the complex intersection at Morro Bay Boulevard, Quintana Road and State Highway 1, shall contribute financially to geometric realignment of that intersection.

Program C-14.11: The City shall require financial contributions toward signalization of the complex intersection at Morro Bay Boulevard, Quintana Road and State Highway One, from new developments in the area which will generate significant new traffic in the vicinity. (CDP 96)

POLICY C-15: Alternative modes of travel should be encouraged.

Program C-15.1: The development of the street system will be coordinated with the needs and programs identified for bikeways, bus and other forms of transit.

Program C-15.2: On-street bike lanes and off-street bike paths specified on the Bikeway Plan should be included in re-construction and new development of City streets where feasible. (See "Bikeway" section.)

Program C-15.3: Adequate sidewalks should be provided in new developments and as part of the reconstruction of existing streets except in lower density residential areas. (See "Pedestrian" section.)

Program C-15.4: Bus loading areas should be provided when appropriate to serve current or future transit system needs. (See "Transit" section.)

POLICY C-16: New streets and reconstruction of existing streets shall incorporate measures which ensure safe and efficient operation of the traffic system.

Program C-16.1: Standards for the development of streets should be updated to reflect the guidelines recommended in this Element. Actual street configurations may differ, however, due to variables such as traffic demand, topography, restricted right-of-way, adjacent land uses and other factors.

Program C-16.2: The construction of new streets, and when feasible the reconstruction of existing streets, shall be consistent with the City standards. Exceptions may be made for special circumstances.

Program C-16.3: Directional and informational signs and street markings should be as clear and efficient as possible.

Program C-16.4 Private signs should be controlled so that they do not detract from the visual environment nor distract from the view of public street signs.

Program C-16.5: Driveways for new development should be directed away from main arterials to collector and local streets when possible. If driveway access to arterials is necessary, those accesses should be kept to the absolute minimum possible, to limit potential vehicular conflict points. Unnecessary existing driveway accesses to main arterials should also be eliminated when possible during redevelopment of existing uses.

Program C-16.6: The Morro Bay Municipal Code limits the length of new cul-de-sacs to 450 feet. Further, cul-de-sacs should not serve large numbers of residential units (20 single-family residences maximum) or major commercial or industrial uses.

Program C-16.7: New streets should not have excessive grades (generally 15 percent maximum). Exceptions may be permitted for new streets which provide necessary access to existing development. Adequate flat vehicle stopping areas should be provided at intersections per City Engineering Standards, where possible.

Program C-16.8: Streets should be designed to permit easy and rapid emergency vehicular access.

Program C-16.9: In the design of new streets and the reconstruction of existing streets, conflicts between vehicles, pedestrians and bicycles should be reduced or eliminated when feasible.



Program C-16.10: The City should conduct a separate study of stop/yield signs within the community to determine if any changes are necessary.

POLICY C-17: The City will promote programs which will improve the visual appearance of the City's streets.

Program C-17.1: New development should be required to provide plantings, including street trees in parkway areas, within and adjacent to the development.

Program C-17.2: The City should continue to encourage the State Department of Transportation to implement comprehensive landscaping programs for Highway 1 and Highway 41.

Program C-17.3: The City should include street planting projects in the Capital Improvement Program. The City may consider the establishment of special districts to provide funds for the construction, planting and maintenance of street landscaping projects.

Program C-17.4: New utilities and, where feasible, existing utilities should be undergrounded as a condition of development in accordance with the policies in the LCP and Zoning Ordinance.

POLICY C-18: The design of the street system should be sensitive to the environment.

Program C-18.1: Environmentally sensitive areas should be avoided where feasible. Where it is necessary to construct roadways in sensitive areas in order to provide optimum circulation, measures shall be taken to reduce the impacts to the extent feasible.

Program C-18.2: Hillside streets should be designed so that grading is kept to a minimum. Except where necessary to improve the safety of existing streets, grading for roadways shall be prohibited on slopes in excess of twenty (20) percent.

Program C-18.3: The street system should be designed to encourage traffic to use arterial and collector streets through the use of signage, wider street widths and other similar measures.

POLICY C-19: The City will, when possible and where necessary, reduce traffic congestion and circulation problems that may be caused by trucks making deliveries in high-activity commercial areas.

Program C-19.1: An analysis should be made to determine if changes should be made in the number and location of commercial vehicle loading zones and make recommendations to the City Council. Effort will be made to enforce use of loading zones and to prevent double parking. The program would be evaluated on a biannual basis to determine if additional loading spaces are necessary.

Program C-19.2: A truck route system should be adopted if residential streets become used consistently for through truck traffic. The truck routes should be designated by appropriate signage to clearly indicate which streets the truck driver can use.

POLICY C-20: Land utilization for the street system should be kept to the minimum without sacrificing efficiency of the circulation system.

Program C-20.1: New subdivisions should be designed to minimize roadway construction.

Program C-20.2: A program should be instituted to eliminate existing streets which are unnecessary to provide access to properties. In particular, double frontage lots should be changed to single frontage lots where feasible by eliminating every other street using measures shown in this Plan. The City should conduct an analysis of streets with double frontage lots, exploring the physical, legal and economic feasibility of various solutions. Suggested alternative approaches are described in the previous diagrams.

Streets which should be considered for this program include: Birch Avenue, Cedar Avenue, Dogwood Avenue, Elm Avenue, and Fir Avenue.

Program C-20.3: On Downtown streets where traffic volumes are low, the City may consider modifying those streets to accommodate angled parking and reduce their use for through traffic. (See "Parking" section.)

#### 4. PARKING

##### OBJECTIVES:

- \* Provide adequate parking to meet the needs of each land use.
- \* Ensure that parking is safe.
- \* Provide for the special needs of the handicapped.
- \* Avoid excessive use of land devoted to parking facilities.
- \* Improve the appearance of parking areas.

##### PROGRAMS AND POLICIES

POLICY C-21: Parking shall be provided as part of all new or expanded land uses.

Program C-21.1: New development should be required to provide parking on-site or contribute in-lieu fees to assist in the development of public parking. (See Appendix "B" for method of establishing in-lieu fees.) Minor additions or remodeling projects which do not increase the parking needs of a land use may be exempted from the requirement to provide on-site parking or pay in-lieu fees. However, the City may still require such uses to join a parking district if the City determines that the district benefits those uses. District boundaries should be established by the City Council.

Program C-21.2: The amount of parking should be based on the expected parking needs for each type of use. The amendments recommended in the "Problems and Issues" section of this chapter should be incorporated into the City's parking standards. In particular, the standards for commercial and industrial land uses should be amended as described in this element.

Prior to the adoption of these amendments of the City's parking standards, land uses which provide parking in excess of the new recommended parking requirements stated in this Circulation Element may be expanded without providing additional parking as long as the amount of existing parking satisfies the new recommended criteria.

Program C-21.3: Specific Plans for the Downtown and the Embarcadero should be prepared to establish precise



development plans for parking facilities in these two areas. These Specific Plans should provide for parking in areas shown on Figures 31 and 32.

Program C-21.4: Parking districts should be established to help provide parking for existing uses which lack adequate off-street parking. (See Appendix "B" for parking district descriptions.)

Program C-21.5: Existing vacant areas within Downtown commercial areas should be considered for improvement as off-street parking. The City should work with property owners to remove fence barriers, assemble multiple vacant areas into larger open areas and develop those areas as common parking for all commercial uses in each block. Easements for parking areas could be purchased or leased by a parking district. A combination of in-lieu parking fees and parking district could be used to finance the project. These various alternatives will be investigated by the City. (See Appendix "B".)

Program C-21.6: The City should relocate the existing City Harbor Department storage yard which is currently located northeast of Beach Street and the Embarcadero. The area should be converted to additional public parking. The City should also investigate the feasibility of leasing part of the P.G.&E. property for use as temporary public parking to serve the businesses on the Embarcadero. The lease should be financed by a parking district and/or in-lieu fee program for the Embarcadero. The parking district may also be used to provide funds for the development of other parking areas shown on Figure 32.

Program C-21.7: Employees should be discouraged from using spaces nearest businesses. If deemed necessary in the future, time limits on parking may be instituted nearest commercial uses as a measure to discourage use of those spaces by employees. However, some close-by spaces could be retained for employees on the evening or night shift if there is a safety problem for the employee.

Program C-21.8: The City should work with the local real estate industry and the local lending institutions to initiate a code compliance program which would require a City inspection to be conducted upon the sale of a residence to determine if illegal garage conversions have occurred. Where these conversions have occurred, the City will require re-conversion of the garage for automobile parking purposes or the provision of other automobile parking facilities on the property. Additional commercial mini-storage facilities should be allowed in appropriate commercial and industrial areas to reduce the need to use residential garages for storage.

Program C-21.9: Recreational Vehicle parking should be required in residential planned unit developments for the use of residents in those developments. New commercial R-V storage facilities should be allowed in industrial zones to store R-V's now being parked on residential streets and vacant lots.

Program C-21.10: The City's capital improvement program should include funds for the future expansion of the Police Department parking lot as well as additional future parking facilities to serve the needs of the City Hall and Veteran's Hall, as feasible, and depending upon priority of other competing needs.

Program C-21.11: An area(s) should be designated and signed for RV-only parking to meet the needs for the Downtown and Embarcadero areas, and in order to alleviate congestion problems in the main part of the Embarcadero.

Program C-21.12: Any parking in vicinity of Coleman Drive to be determined at the time of completion of Harbor and Morro Rock studies.

Program C-21.13: The City should negotiate with property owners to obtain parking on the Embarcadero across from their lease sites in areas indicated schematically on Figure 32.

POLICY C-22: Parking should be designed for safe and easy access.

Program C-22.1: Parking stalls and aisles should be designed to meet standards established within the City zoning regulations.

Program C-22.2: The City's parking standards should be periodically reviewed against the latest nationally recognized engineering standards.

Program C-22.3: Existing parking lots which exhibit poor geometrics, such as the shopping centers located on Quintana Road and the one supermarket located on north Main Street, should be upgraded and corrected upon redevelopment of those centers or sooner, if possible.

Program C-22.4: Parking aisles should be designed so that a vehicle can maneuver between separate parking aisles without having to enter public streets, where feasible.

Program C-22.5: On-street parking should not be allowed in close proximity to intersecting streets where it restricts the sight lines for drivers. The criteria stated in the "Parking" section text, Part 3.a.3, should be used as a guideline for the location of on-street parking spaces.

(See also "Streets" section discussion.) Where possible, compact car parking should be designated near street intersections where there is a sight distance problem.

Program C-22.6: Driveway entrances to parking areas should be designed so that drivers entering and exiting have good visibility of walkways, bikeways and streets. Parking should be separated from driveway entrances and landscaping should be maintained so that visibility is not hampered.

POLICY C-23: Accommodations should be made to meet the special needs of the disabled.

Program C-23.1: New developments and major redevelopments, where feasible, should provide handicap parking spaces near building entrances in accordance with State Law.

Program C-23.2: On-street handicap parking spaces should be provided at appropriate locations in the Downtown and the Embarcadero. Suggested locations for on-street handicap parking spaces are shown on Figures 31 and 32. Handicap spaces should be placed near uses which are expected to be frequented by disabled persons if off-street handicap spaces are not available and not expected to be provided. These spaces should be located close to existing ramps along street curbs where possible to reduce the need for the construction of ramps.

Program C-23.3: The City should encourage existing uses to provide handicap parking where none currently exists.

POLICY C-24: Parking areas should be attractive and shall enhance adjoining land uses.

Program C-24.1: Parking areas should be paved and striped. Alternative paving materials will be encouraged.

Program C-24.2: Parking areas should have adequate drainage. Drainage plans and systems for new parking lots and reconstruction of existing lots should be submitted to and reviewed by the City Engineer and shall be able to adequately drain the parking lot during a 25-year storm.

Program C-24.3: Parking areas should be lighted for safety while preventing glare into streets and residential areas. Lighting standards and fixtures should be attractively designed. (See text of "Parking" section for suggested standards.)

Program C-24.4: Parking areas should be landscaped as required by current zoning ordinance standards. Planting materials should be chosen for appearance, durability, drought tolerance and suitability to the coastal climate.



Program C-24.5: Landscaping elements should be designed so that they do not interfere with parking or parking area maintenance.

Program C-24.6: Earth mounds, walls and fences should be incorporated into the perimeter treatment of parking lots to screen views of parked cars from streets and residential areas.

Program C-24.7: Parking areas should be continually maintained to prevent trash and potholes.

POLICY C-25: Adequate loading spaces for delivery vehicle parking for uses which have regular deliveries shall be provided where feasible.

Program C-25.1: New uses which have truck deliveries should provide on-site loading spaces or cooperate in the provision of central common loading areas.

Program C-25.2: Plans for parking districts for the Downtown and the Embarcadero should consider loading areas for each block.

POLICY C-26: Measures should be undertaken to minimize the amount of land occupied by parking.

Program C-26.1: The City's zoning regulations should include provisions for the reduction of parking requirements when there is overlapping of parking use by separate businesses. (Refer to "Parking" section text and Tables 6 and 7 for description of overlapping by use.) The City's parking regulations should be amended to reflect shared use parking when the peak hours of businesses are different.

Program C-26.2: The parking criteria for general retail commercial and for restaurants when part of a motel should be reduced as recommended in the "Parking" section text, 3.a.1.

Program C-26.3: The City's parking standards for industrial land uses should be amended to require parking on the basis of number of employees instead of building area using the criteria suggested in section 3.a.1. when the number of employees can be accurately predicted. Otherwise, the existing regulation based on square footage may apply.

Program C-26.4: Lightly travelled roads in the Downtown should be considered for conversion to angled parking arrangements. Figure 31 indicates several potential areas

for roadway conversion to such facilities. Access to existing uses should be retained if those streets were converted to angled parking.

Program C-26.5: Due to the value of the properties located along the west side of the Embarcadero (those fronting on the harbor), these properties shall only be used for a very limited amount of parking. Parking shall be discouraged on these properties. The majority of parking to serve the needs of businesses along the Embarcadero shall be located along the east side of the street and at the extreme north and south ends of the Embarcadero. The City will work with private interests in developing parking in City rights-of-way where the Council deems private development appropriate.

Program C-26.6: An educational program that would encourage tourists to leave their cars at their motels and walk to the waterfront should be developed. (See also for transit and bicycles related to tourists).

## 5. TRANSIT SYSTEMS

### OBJECTIVES:

- \* Provide a reliable and safe transit service for the City that meets the needs of City transit users.
- \* Provide adequate revenue sources to assure the provision of an adequate level of transit services.
- \* Provide a level of public awareness of public transit as an alternative to the automobile.

### PROGRAMS AND POLICIES

POLICY C-27: The City should continue to support SLO-RTP transit policies that pertain to Morro Bay.

Program C-27.1: The City should continue to support the Central Coastal Transit and Runabout systems through appropriate methods (e.g., funding and contributions and participation on the governing board) as appropriate.

Program C-27.2: The City should strive to implement SLO-RTP transit policies that pertain to the City as listed in Chapter 3 of the RTP.

POLICY C-28: The TDP shall be updated periodically.

Program C-28.1: The TDP should be prepared as required by State law on a five-year basis to provide guidance for transit in the City. The City should strive to implement Policies and Programs listed in the TDP and its five-year updates.

POLICY C-29: Morro Bay transit services should continue to be responsive to changing needs.

Program C-29.1: The DAR system should continue to be evaluated as needed to determine if the system is meeting public needs, particularly in terms of frequency of use, capacity of system, hours of service, intersystem transfers and fares.

Program C-29.2: The City should continue to support the Runabout system for frail elderly and disabled persons.

Program C-29.3: In addition to the water taxi service discussed in the Harbor Section of the Circulation Element, on-land public shuttle services should also be considered for implementation, providing linkage between the Downtown, the Embarcadero and the motel commercial areas, including North Main Street, Recreational Vehicle and Camping areas.

Program C-29.4 City continue to benefit from the experience of the County Transit Coordinator, participate in regional public transit marketing efforts, and evaluate other communities experiences in their efforts to promote public awareness of public transit.

Program C-29.5: The tourist industry rather than city residents should bear the primary burden of providing limited fixed route service in the Embarcadero area during peak use times.

Program C-29.6: A Taxi service should be supported as a component of the overall transit system.

POLICY C-30: The City should attempt to maintain the highest level of transit service possible while maintaining a cost effective transit program within available funds as established by the City Council.

Program C-30.1: The City should continue to maintain a minimum 10% fare revenue to operating cost ratio. The farebox ratio should be regularly monitored, through \*tri-annual performance audits and TDP updates.

Program C-30.2: The City should continue to maximize the use of all appropriate State and Federal funding sources, grants and subsidies to meet operating costs.



Program C-30-3: The City should annually evaluate the need to assist transit services from the General Fund to meet operational costs at the desired service level.

Program C-30-4: The City should initiate a computerized method of data collection that will provide better information on performance indicators user travel patterns, level of service, overhead costs, and vehicle use.

POLICY C-31: The City should continue programs to improve public awareness of available transit services.

Program C-31.1: The City should continue its ongoing public information system and marketing program to make the public more aware of the transit opportunities available to them. This information system and marketing program should continue to be at a level commensurate with available funding for this function. At a minimum, periodic newspaper articles, fliers with water bills, sticker campaigns, and other low cost marketing schemes should be used.

Program C-31.2: The City should continue to monitor DAR service hours on a regular basis to determine if operating hours meet transit needs and are cost effective.

Program C-31.3: The City should investigate the use of DAR "check-point" and "scatter-gather" systems to augment existing door-to-door services, and determine if these systems would enhance the level of service in a cost effective manner.

Program C-31.4: The City should continue to work with the County to explore establishing a connection between the Morro Bay and South Bay Dial-A-Rides.

Program C-31.5: The City should explore the possibility of limited fixed route service in the Embarcadero area during the busy summer months and holiday weekends.

POLICY C-32: The City should explore methods to improve transit stops with benches and loading areas at common stopping points in areas where use warrants and funding permits.

Program C-32.1: The following areas should be considered for transit improvements:

- \* Williams Brothers and Payless Shopping Centers - a parallel loading and unloading area at the entrance to the stores and a bench, covered if necessary, for waiting passengers.

- \* Bank of America - bench and loading area

- \* Harbor Street - City Park - covered bench

- \* Senior Center - covered bench and loading area
- \* Embarcadero Chess Board - covered bench and loading area
- \* Lucky Seven Market or Giant Food - covered bench and loading area
- \* Circle K - covered bench and loading area
- \* Residential Area at Yerba Buena - covered bench and loading area

Program C-32.2: The City should periodically review the need (as Part of TDP) for covered or uncovered benches, loading areas and other improvements for passenger protection based on frequency of stops, passenger needs and types of system routes offered.

Program C-32.3: The City should explore available funding and other mechanisms to provide covered benches and other transit stop improvements. City civic groups and the Chamber of Commerce members should be encouraged to assist in the provision of covered benches meeting City specifications.

## 6. HARBOR

### OBJECTIVES:

- \* Support State and Federal Government efforts to provide safe, navigable waterways within the harbor and harbor entrance, including provision of adequate dredging to maintain depth and width of channels to meet existing and future needs.
- \* Provide dockage and moorage for commercial and recreational vessels consistent with proven need and environmental constraints.

### PROGRAMS AND POLICIES

POLICY C-33: A harbor master plan should be developed taking into consideration future need for dockage and moorings, channel depth, and configuration and circulation patterns, balanced with environmental considerations and future harbor development.

Program C-33.1: LCP policies should be incorporated into the harbor master plan, especially those pertaining to harbor circulation moorings, dockage, channels and breakwaters.

Program C-33.2: The master plan should include investigation of a seasonal water taxi or shuttle service which would serve the waterfront and transport pedestrians from one end of the harbor to the other.

Program C-33.3: The master plan should include investigation of an overall maintenance program which would include all agencies having jurisdiction in the bay in order to provide proper maintenance of all channels in the bay.

Program C-33.4: The U.S. Army Corps of Engineers should be contacted during the preparation of the master plan so that their plan for harbor improvements are included, such as expanding the existing breakwater and to reduce sediment deposition in the harbor channels. (Refer also to LCP policies for Commercial Fishing and Recreational Boating. Also refer to suggestions for addition of a boardwalk along the revetment adjacent to Coleman Drive contained in the Pedestrian Section).

Program C-33.5: The city should contact the State of California to initiate dredging between the City limits and the State Park Marina.

Program C-33.6: A future launch ramp site should be considered for the area of the harbor along Coleman Drive north of Target Rock. User fees should be considered to pay for the improvements.

## 7. PIPELINES AND UTILITY TRANSMISSION LINES

### OBJECTIVES:

- \* Optimize water supply by reduction of leaks in water pipeline system.
- \* Ensure adequate water flows to meet fire protection and domestic water needs.
- \* Reduce the potential for contamination of water supply by reducing leaks in sewer pipelines.
- \* Ensure that capacities of sewer pipelines meet existing and future needs.



- \* Ensure that hazards and spills from oil and gas lines are minimized.
- \* Provide measures which protect against potential adverse impacts caused by the construction of pipelines and utility transmission lines.
- \* Reduce the potential for hazards and negative visual impacts caused by utility transmission lines.

(Refer also to Objectives, Policies and Programs contained in the Public Facilities Section of the Land Use Element portion of the General Plan.)

## PROGRAMS AND POLICIES

POLICY C-34: Conditions which may cause leaks in water lines should be eliminated.

Program C-34.1: The City's Capital Improvement Program should include funds for the phased replacement of existing pipelines which are old, under-sized and leaking.

Program C-34.2: With the exception of single-family construction and minor additions, new construction should be required to replace existing leaking water lines with new lines within and adjacent to each development.

POLICY C-35: Fire flows and domestic water flows should be adequate to meet expected needs.

Program C-35.1: Master Water Plan programs for the replacement of existing water lines to improve fire flows, zones and domestic water flows should be included in the City's Capital Improvement Program.

Program C-35.2: New developments should be required to construct new adequate water pipeline systems to serve that development and, where necessary, replace existing water mains which may be inadequate to meet the expected needs of that development.

POLICY C-36: Leakages of sewers should be minimized.

Program C-36.1: Sewer lines which are determined to be leaking by the new Sewer Master Plan Study should be replaced based on a phasing schedule to be adopted as part of the City's Capital Improvement Plan.

Program C-36.2: New developments should be required to construct new adequate sewer pipeline systems to serve that

development and, where necessary, replace existing sewers which are inadequate to meet the expected sewage production needs of that development.

POLICY C-37: Potential hazard and environmental problems caused by oil and gas pipelines should be reduced to the lowest level feasible. (See also related Land Use Element and LCP Energy Policies and Programs.)

Program C-37.1: The owners of oil and gas pipelines should be responsible for continual inspections, maintenance and replacement of their pipelines. Conditions which may lead to leaks or spills should be eliminated. Lines should be replaced when it is expected that corrosion may be sufficient to result in a leak or spill. New lines should be corrosion resistant.

Program C-37.2: Grading contractors shall be required to contact Underground Service Alert (U.S.A.) prior to beginning any excavation which might impact an existing buried pipeline.

Program C-37.3: The Navy's jet fuel pipelines and storage facilities should be relocated outside of developed residential areas in north Morro Bay.

Program C-37.4: All oil and jet fuel pipelines should have adequate signage to ensure ready identification of the pipeline route.

Program C-37.5: Pipeline routes should be selected so that grading and removal of native vegetation is minimized and that environmentally sensitive habitats are avoided.

Program C-37.6: Pipeline routes should be consolidated to the maximum extent possible.

Program C-37.7: The City should work with the County of San Luis Obispo and pipeline owners and utilities developing long-range corridor plans for proper route selection.

Program C-37.8: All new pipeline and support facilities should be constructed underground when feasible. Existing pipelines should be buried as a condition of any development permits.

POLICY C-38: Hazards and adverse visual impacts caused by utility transmission and communication lines should be minimized. (See also Visual Resources Policies and Programs.)

Program C-38.1: All new development and major redevelopment should be required to underground new utility lines and, when feasible, under ground existing utility lines on or adjacent to the project site.

Program C-38.2: Districts should be established to assist in the undergrounding of existing utilities in the Downtown and the southern part of the Embarcadero. These funds should be combined with utility company underground funding programs so that responsibility for undergrounding is shared equitably.

Program C-38.3: High voltage transmission lines should be consolidated where feasible.

Program C-38.4: Any support structures for high voltage transmission lines, which are replaced in the future, should be replaced with the most aesthetically acceptable structures possible.



## APPENDIX A

### RECOMMENDED MAJOR STREET IMPROVEMENT PROJECTS

The following list of potential street improvement projects was prepared pursuant to the recommendations contained in the Vehicle Transportation and Streets Master Plan section and Table 3, Major Street Improvement Priorities.

#### [THE EMBARCADERO EXTENSION - NOT APPROVED]

(This extension is not approved at this time. It is subject to review during future City planning programs).

#### Present Conditions and Problems:

There are no street connections to the Embarcadero north of Beach Street, except Coleman Drive--actually an extension of The Embarcadero to Morro Rock. The dead-end street section is about 3/4 mile long. In the event of a large scale emergency in the vicinity of Morro Rock or in the two-lane section, emergency vehicle access could be hampered by other vehicles blocking the roadway. Under normal conditions, the long dead-end street causes excessive travel distances for some trips and it concentrates traffic on certain connecting streets.

Some of the traffic going to and from Coleman Drive follows The Embarcadero, Beach Street and Main Street north of Beach Street. As a result, Beach Street and Main Street sometime carry very heavy traffic volumes--the highest volumes recorded on the City's streets are on Main Street south of Highway 1. That section of Main Street is especially impacted because all traffic from the north must pass through the Main Street-Highway 1 interchange in going to the central and southern parts of the City, as well as to points east.

For traffic from the north (including North Morro Bay neighborhoods) and from the northeast, each round trip to the vicinity of Morro Rock is 1-1/2 miles longer than it would be if a direct route were available. The extension of the Embarcadero would also provide improved access to the recreational beach area located north of Morro Rock.

#### Possible Solution:

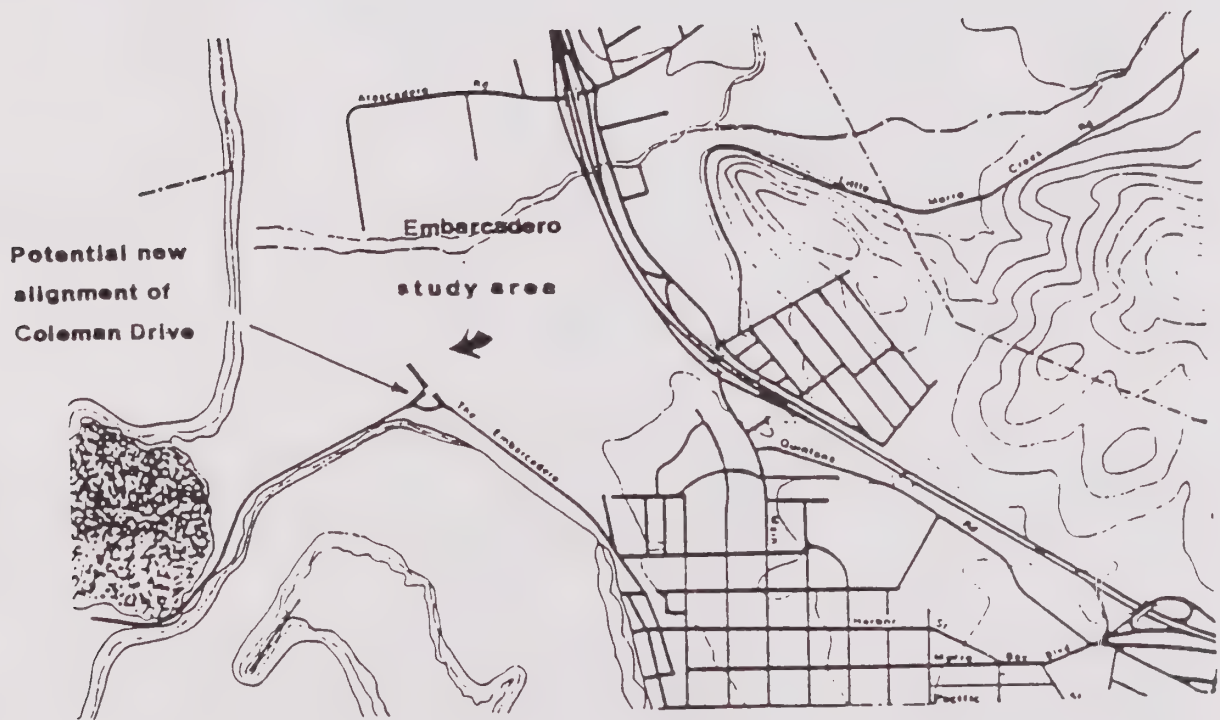
The Embarcadero would be extended to join Atascadero Road (a portion has already been constructed from Atascadero Road south about 1/4 mile). That will require a bridge across Morro

Creek and will result in a "T" or "Y" intersection at Coleman Drive. This would provide an additional route into the central part of the City from the north. As an alternative, emergency vehicle access should be considered in the vicinity over some other route.

Priority: (No priority at this time)

Design was completed in 1968 for this extension. Those plans will require revisions to meet current conditions. An environmental assessment would need to be prepared prior to final approval.

Location Map: [NOT APPROVED AT THIS TIME]



## ACCESS TO SOUTH END OF THE EMBARCADERO

### Present Conditions and Problems:

The south end of The Embarcadero is a dead-end street section extending about 2,000 feet south of the last through side street, Marina Street. That results in adverse travel distance for some trips (those to and from the south, primarily), possible delays for emergency vehicles, and conflict between emergency vehicles entering the area and other vehicles leaving. The potential for a serious emergency is quite high because of the large number of boats sometimes in the marina at the end of the street, and the motor vehicles in the nearby parking area. Vehicle trips within this area are also expected to increase as the vacant commercial and visitor serving area adjacent to the Embarcadero develops.

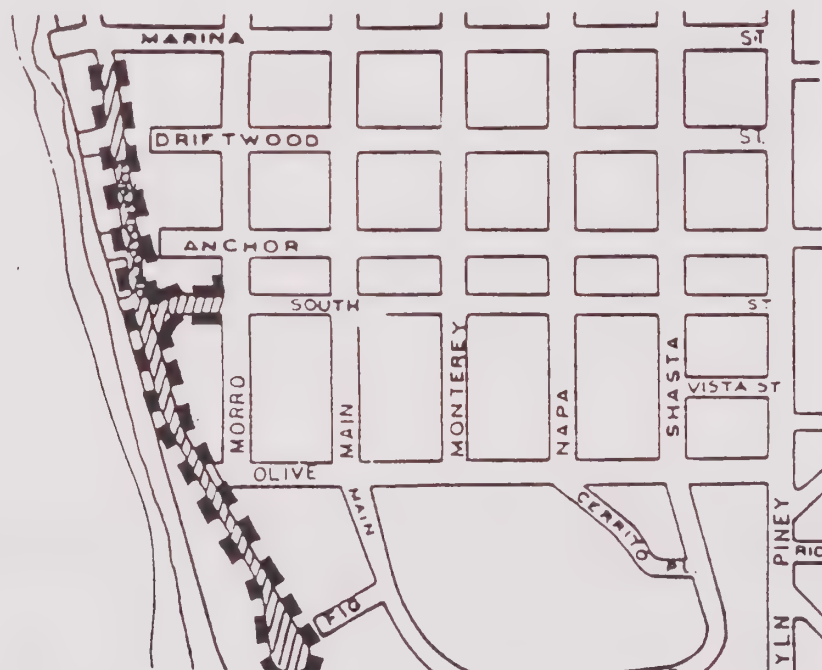
### Possible Solution:

An additional east-west street connection should be constructed near the south end of the street. Appropriate locations would be an extension of South Street or Olive Street. The City should explore purchasing the property at the southern corner of Morro Avenue and Olive Street or at South Street, whichever is most feasible

### Priority:

A detailed study should be made to identify the most desirable location for a new street connection. The project should be programmed for early construction (two to five years). Desirably, construction should be included with expansion of the marina and development of the City park, if those projects proceed at an earlier date.

### Location Map:





## EMBARCADERO, MARINA STREET TO BEACH STREET

### Present Conditions and Problems:

During peak visitor periods, traffic on Embarcadero is congested with low travel speeds, close vehicle spacing and frequent disruptions by pedestrians, parking maneuvers and driveway movements. Delivery vehicles often double-park when curb space is not available, causing additional traffic interference.

Pedestrian volumes are high and present sidewalk widths are inadequate, especially on the west side of the street. There is not sufficient street space for bicycle lanes and bicyclists must operate in traffic lanes.

Embarcadero makes 90 degree turns at two locations between Harbor Street and Beach Street, following the right-of-way of Dunes Street between Embarcadero and Front Street. Turning radius is cramped for large vehicles, and sight distance is restricted at one turn.

### Possible Solutions:

Because of the high land value, street widening would be costly, particularly on the west side. One possibility is to prohibit parking on the east side of the street and widen the sidewalk on the west side. This would require development of additional off-street parking.

The abrupt changes in alignment could be eased by widening on the inside of the turns. This would require acquisition of additional rights-of-way and alteration of one building.

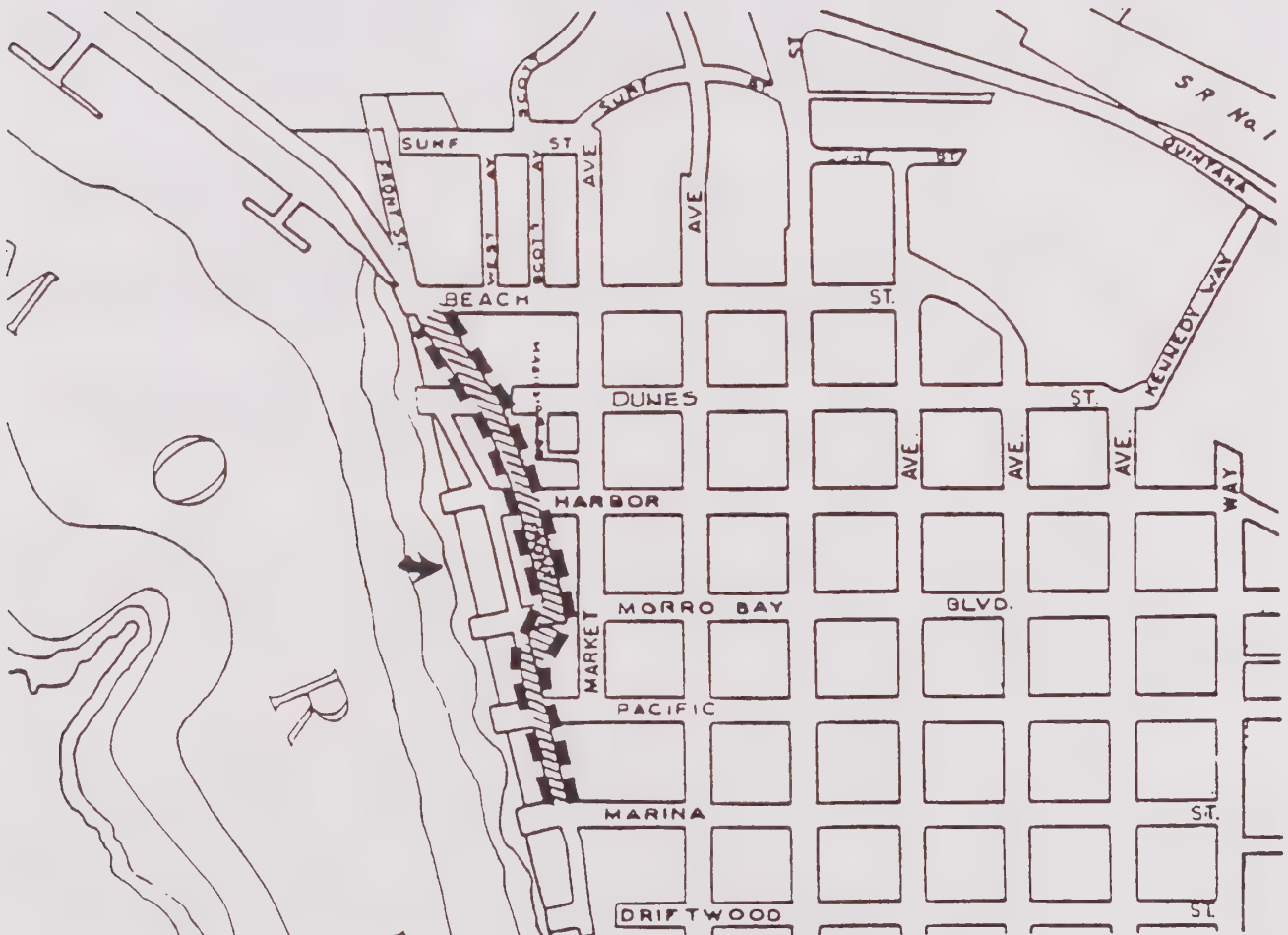
A preferable alternative is to relocate Embarcadero, generally following Front Street from Dunes Street extended to north of Pacific Street. The area between the new street and the businesses next to the present Embarcadero could be used for parking, a pedestrian way and a bicycle path, separating those activities from street traffic.

If sufficient off-street parking can be provided, it would be possible to eliminate on-street parking in other sections of Embarcadero to provide bicycle lanes and adequate width sidewalks. Additional building setbacks of approximately three feet and provision of public easements and right-of-way dedication would be another option for widening the sidewalks. (See "Pedestrian" section for details.)

Priority:

This project will be increasingly important if the visitor serving activities in the harbor expand as expected. A Specific Plan should be prepared identifying the most feasible treatment to improve traffic service, to provide suitable parking, and to improve the facilities for pedestrians and bicyclists. Urgency of construction will depend on the pace at which land uses are intensified. Major construction should be programmed for about 1990, and should be expedited if significant development takes place prior to that time.

Location Map:



## MORRO BAY BOULEVARD-QUINTANA ROAD-HIGHWAY 1 RAMPS

### Present Conditions and Problems:

This is a complex of closely-spaced intersections with unusual geometric features. Street conditions are confusing to some drivers and the location is at a point where some have difficulty in adjusting from driving on the freeway to driving on local streets. Traffic volumes on Quintana Road have increased appreciably in recent years, so that there is a significant conflict level at the two intersections of Quintana Road with Morro Bay Boulevard. Furthermore, the southbound offramp of the highway is located too close to the Quintana Road intersection to allow for adequate vehicle storage if a signal were to be constructed at Morro Bay Boulevard and Quintana Road.

### Possible Solutions:

Present traffic levels indicate that traffic signals should be installed in the near future on Morro Bay Boulevard and the north leg of Quintana Road. Prior to that, geometric changes should be made to increase the separation between intersections and to reduce the number of conflict points.

Several alternative solutions have been assessed. One possible treatment is to realign the south leg of Quintana Road to increase the separation between intersections, and to modify the curb lines on the north and south legs of Quintana Road to reduce the intersection area as well as to further increase intersection spacing. This would be the superior alternative because operation would be efficient with either one or both of the intersections of Morro Bay Boulevard and Quintana Road being signalized. However, this is the most costly alternative. These costs could be reduced if Cal Trans were to participate in the improvements.

Another treatment would be to eliminate the eastbound lane from Morro Bay Boulevard onto south Quintana Road while leaving the two intersections of Quintana Road and Morro Bay Boulevard in their current locations. This would improve the existing situation. However, because of the close proximity of the two legs of Quintana Road, both intersections would probably have to be signalized with a multiple phase controlling the southbound off-ramp and the two legs of Quintana Road. A high percentage of vehicles would be stopped, some for long periods resulting in inefficiencies for traffic operation. Signalizing would be more expensive than for the previous alternative while street construction would be less.

A third treatment is to extend the south leg of Quintana Road at an askew angle directly opposite the north leg of Quintana Road. This alternative would have the advantage of



direct movements between Quintana Road both north and south of Morro Bay Boulevard. However, it would have the disadvantages of complex signal phasing, long signal cycle, long pedestrian crossings and a confusing intersection. It would be difficult to signalize this type of intersection so that the driver knows just when and where to stop. As in the previous alternative, signalization would be complex and expensive. However, street construction would be somewhat less expensive than the first alternative.

Additional geometric changes might be required in the future as traffic volumes increase. One possibility is to relocate the southbound Highway 1 offramp intersection to a point farther from the intersection to be signalized. This will be desirable to reduce the possibility of ramp traffic backup extending to the freeway, as well as to obtain improved intersection spacing on Morro Bay Boulevard.

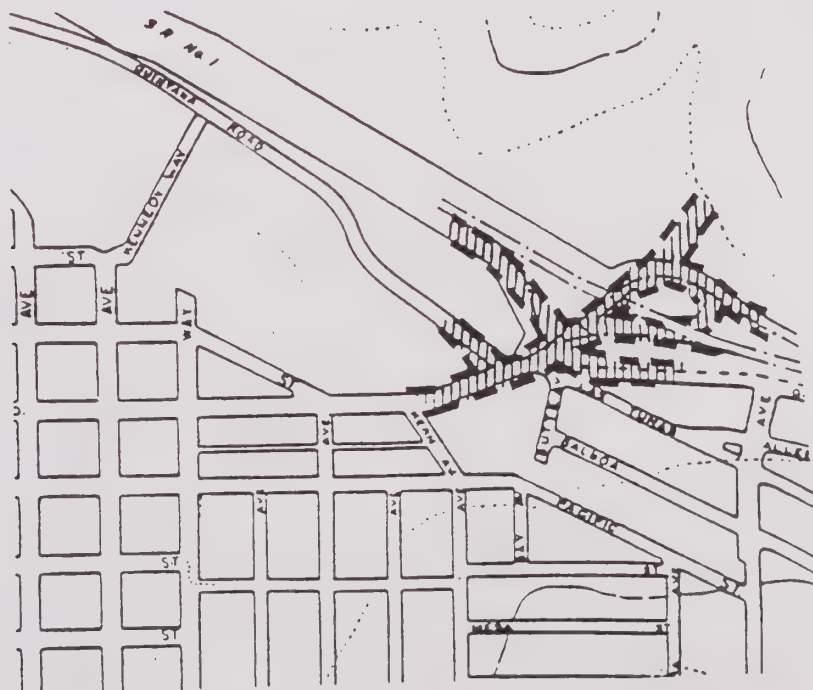
Development on the east side of the freeway may eventually necessitate the modification of both the northbound on and off-ramps as well as the southbound on-ramp. Where appropriate, current changes should be designed to accommodate these eventualities.

#### Priority:

Geometric revisions to permit effective traffic signal operation should be programmed for the immediate future.

The City should request Cal Trans to evaluate the possible realignment of the southbound Highway 1 off-ramp and alteration of the southbound on-ramp entrance. State participation should be requested in the cost of future roadway alterations.

#### Location Map:



## MORRO BAY BOULEVARD, MAIN STREET TO HIGHWAY 1

### Present Conditions and Problems:

Morro Bay Boulevard has one traffic lane in each direction and has parallel parking on each side. Side streets are controlled with stop signs and there is an all-way stop at Main Street, but flow is often disrupted in one direction by parking maneuvers and by left turn movements.

The free-flow operation results in a random flow pattern, sometimes with infrequent intervals between openings in the traffic stream making it difficult for side street traffic to enter or cross. This is especially true where sight distances are impaired by vehicles parked near an intersection.

The curb-to-curb width of Morro Bay Boulevard is sufficient to allow marking a separate left turn lane at all intersections (or a continuous two-way left turn lane). The safety and delay-reducing benefits of this kind of treatment have been well demonstrated, and it could be expected to eliminate the flow disruption and accidents caused by left turns from Morro Bay Boulevard. However, clearance between the traffic lanes and the curb parking lane would be reduced and the expected left turn accident reduction might be partially off-set by an increase in accidents involving parked vehicles or parking maneuvers.

Harbor Street intersects with Morro Bay Boulevard at an oblique angle. This intersection is offset a short distance from the intersection of Bernardo Avenue with Morro Bay Boulevard. These factors result in unexpected conflicts and confusion for some drivers at this location.

### Possible Solutions:

The roadway could be widened by reducing the present sidewalk width. If widened approximately 3 feet on each side, a continuous two-way left turn lane of suitable width could be added, maintaining adequate separation between traffic lanes and parking lanes. The remaining sidewalk width would be liberal in comparison with most standards.

A traffic signal could be located at the corner of Piney Way and Morro Bay Boulevard. Although this will impede the free flow of traffic on Morro Bay Boulevard at this point, it will result in easier north-south flow within the Downtown. Future extensions of Piney Way-Kennedy Way will further strengthen the accessibility to the Quintana Road commercial area.

Additional off-street parking would also help relieve the need for on-street parking. (See "Parking" section.)

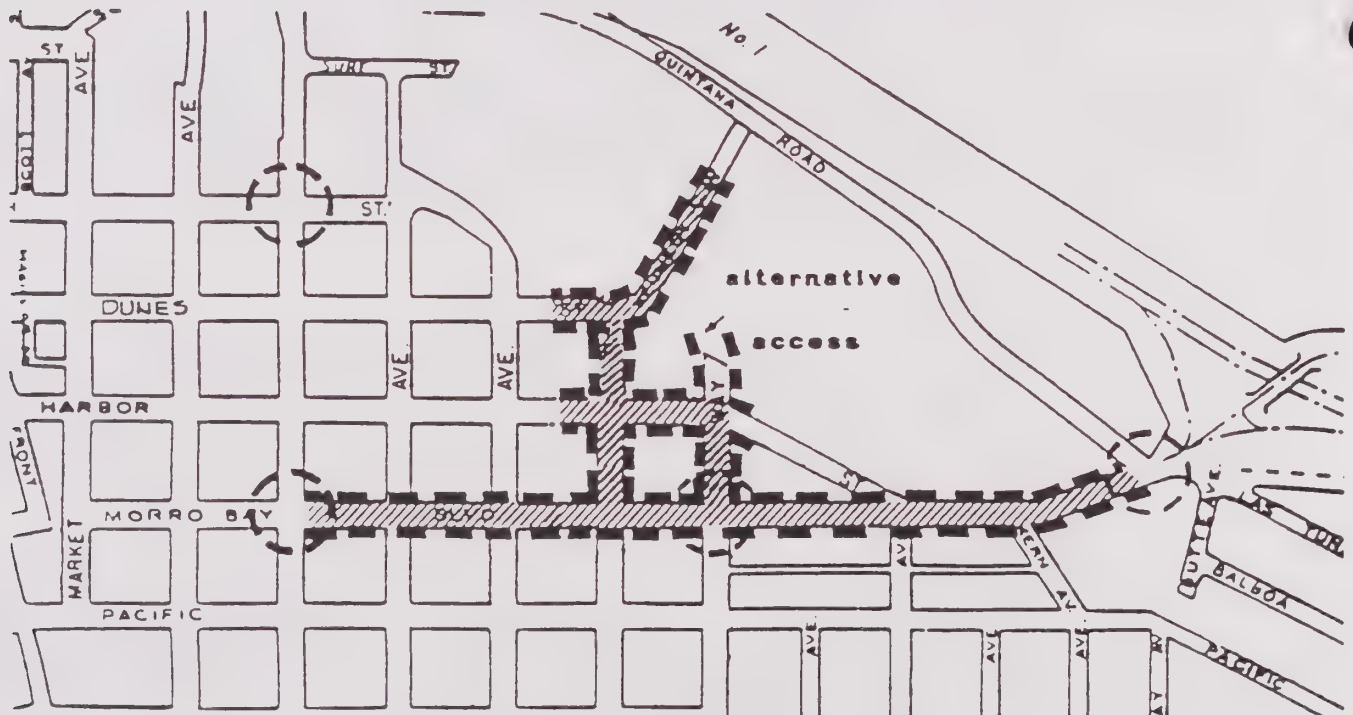
Signalizing the intersection of Piney Way and Morro Bay Boulevard would also provide a more convenient route for eastbound traffic on Harbor Street to enter Morro Bay Boulevard at Piney Way rather than at the Harbor Street-Morro Bay Boulevard intersection.

Priority:

A project for widening Morro Bay Boulevard should be programmed for the near term, 3 to 5 years, but construction will be dependent on the development of additional parking so that street parking on intersection approaches can be eliminated.

The construction should include installation of traffic signals at Main Street and at Shasta Avenue, assuming that traffic signal system control is desirable at that time. Otherwise, the work should include provision for future installation to minimize later costs and street disruption.

Location Map





## KENNEDY WAY-PINEY WAY AND SHASTA AVENUE ALTERATIONS

### Present Conditions and Problems:

Piney Way is now dead-ended near Harbor Street. Kennedy Way enters the Dunes Street-Shasta Avenue intersection in an unusual T-type configuration. South of Morro Bay Boulevard, Piney Way is designated a collector street, while Shasta Avenue is a local street south of Morro Bay Boulevard. A better traffic service could be provided to and from the Quintana Road commercial area if Kennedy Way connected directly with Piney Way.

### Possible Solutions:

Piney Way could be extended northerly from its current dead-end to connect with Kennedy Way as a condition of development of the properties located southeast of Kennedy Way.

### Priority:

The recommended street revisions can be accomplished as part of the planned land development without cost to the City. Construction is anticipated to occur within the next five years.

### Location Map:

See map for Morro Bay Boulevard, Main Street to Highway 1.

# MAIN STREET AND QUINTANA ROAD INTERSECTION MODIFICATION AND CONTROL

## Present Conditions and Problems:

The traffic volume on Main Street north of Quintana Road is the highest recorded on any street in the City, except for portions of Highway 1. Traffic on both Main Street and on Quintana Road is increasing rapidly. Side street traffic sometimes has difficulty entering the heavier traffic stream because of long intervals between suitable openings and because of adverse geometric features.

Quintana Road is on an up-grade at the intersection, which causes a problem for some drivers. Main Street is on a less severe grade but one sufficient to influence vehicle control under some conditions, and to affect stopping distances. The hill south of the intersection impairs sight distance in that direction.

Side street traffic volumes from Quintana Road are not sufficiently high to require traffic signal control as most of the traffic makes a non-conflicting right turn from Quintana Road. Also, the grade and sight distance features indicate that accident experience would probably be poorer with traffic signal or with all-way stop control than with the present side street stop. In addition, an all-way stop control would be inefficient because of the severe imbalance in traffic volumes. However, traffic levels may soon reach a point where a change should be made.

## Possible Solutions:

The desirable solution is to correct the adverse vertical profile features which affect vehicle operation and reduce sight distance. This would require extensive grade changes, which would involve high cost and severe impacts to fronting property; hence, this solution is infeasible at this time.

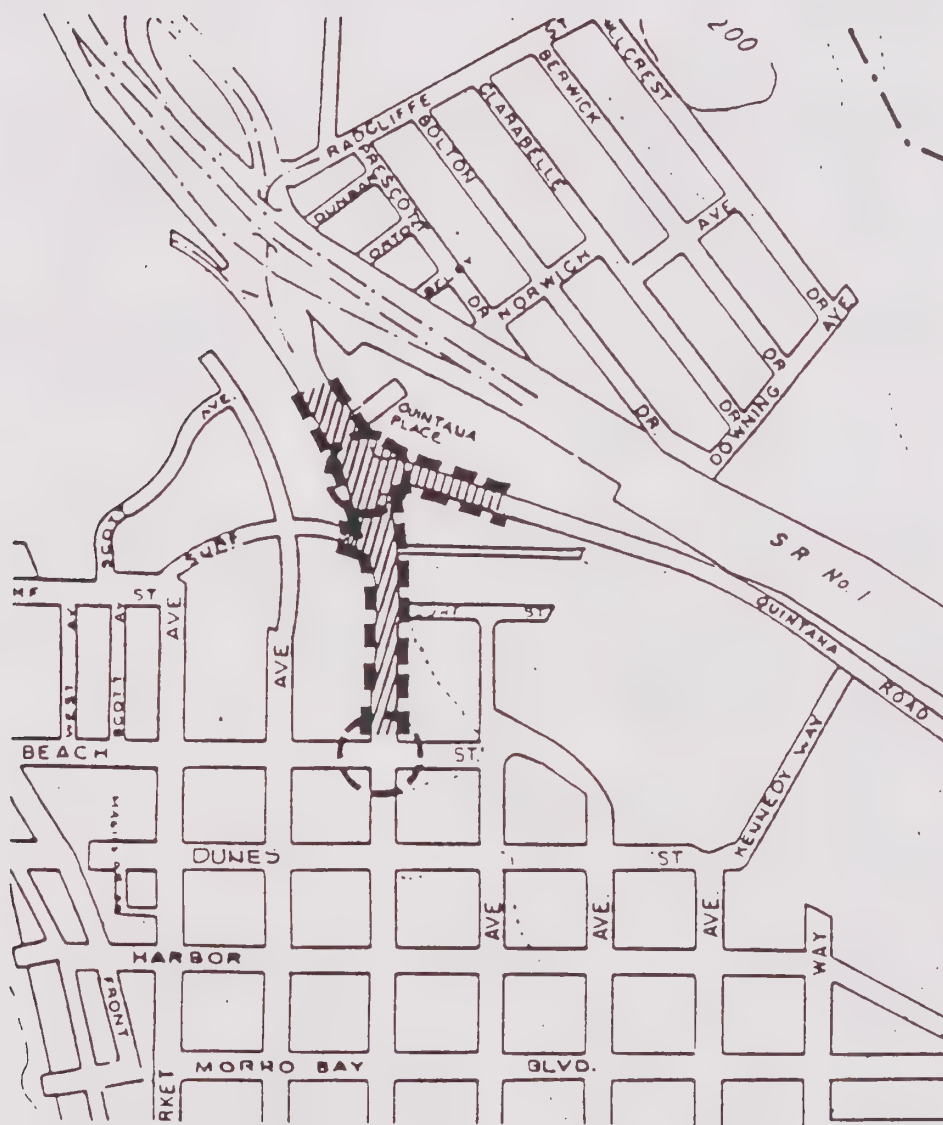
Alternately, the left turn from Quintana Road could be prohibited. A relatively minor volume would be involved, and while Kennedy Road provides a suitable alternate route from Quintana Road to the south for many users, some would incur added travel distance. Those drivers intending to make the left turn at Quintana Road and Main Street would be forced to proceed in the direction opposite that desired.

## Priority:

The time at which corrective measures become necessary will depend upon traffic growth. If present trends continue, a traffic signal will probably be desirable within the next two to

five years, or it will be necessary to prohibit the left turn from Quintana Road. If traffic volume levels on Main Street can be reduced or kept to present levels by providing an alternate travel route (as by extension of the Embarcadero to Atascadero Road), the need for corrective treatment will be reduced.

Location Map:





## MAIN STREET WIDENING, OLIVE STREET TO PINEY WAY

### Present Conditions and Problems:

South of Olive Street, Main Street is narrow, with a temporary walkway on the west side, marked as a bike path, and with no sidewalk on the east side. There are no shoulders for parking or emergency parking. There are curves on Main Street and irregular intersections at some points. In one section, there is a series of closely-spaced intersections with side streets entering at a sharp angle. Residential construction has been permitted in the past without adequate off-street parking, even though there is no space outside the traveled way for on-street parking.

Traffic volumes are relatively low, so that the rural-type road characteristics existing along this part of Main Street have not resulted in a severe accident problem. As the City continues to grow and as property in the area is developed or redeveloped, the potential for traffic accidents will increase while traffic service levels will decline.

Where two side streets enter at or near the same point, a large inter-section area is created which makes it difficult to identify proper vehicle paths or stopping points.

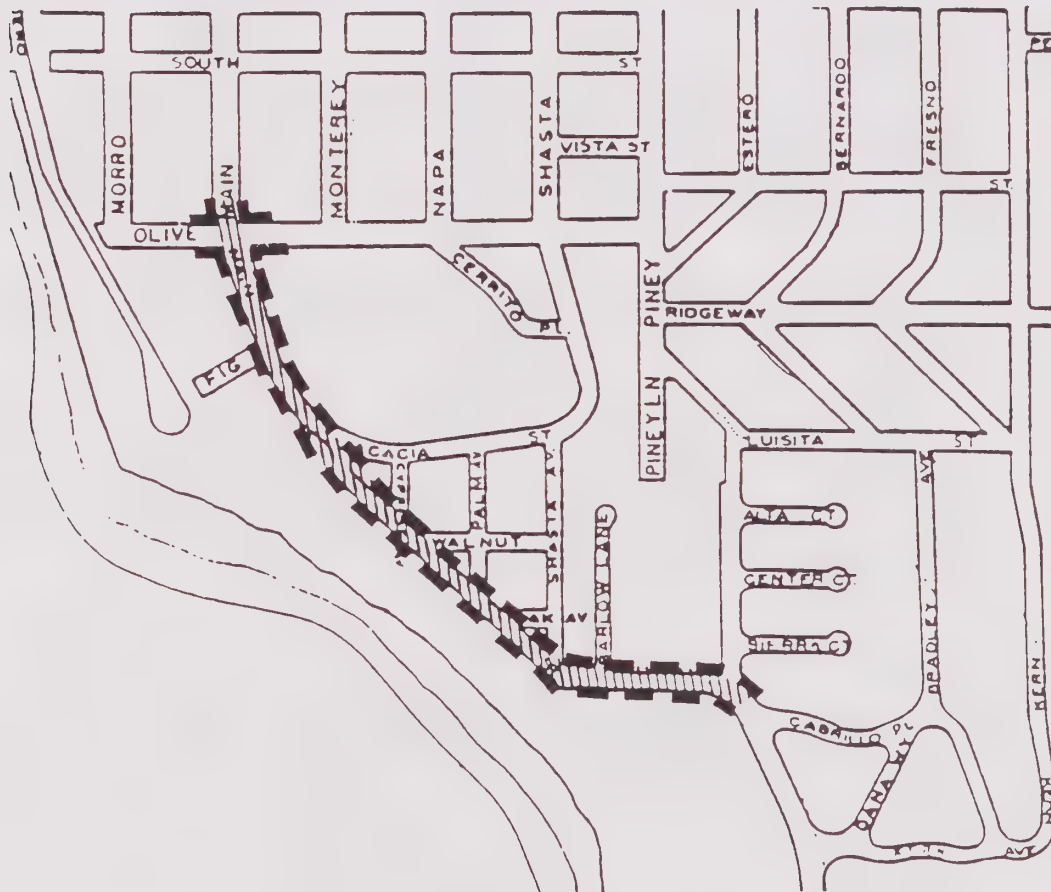
### Possible Solutions:

1. Main Street should be widened to provide sidewalks on both sides. There should be a shoulder area for parking or emergency stopping, and on-street bike lanes.
2. Property improvements that increase parking demand should not be permitted unless adequate off-street parking is provided for residents, visitors and/or customers and employees.
3. The alignment of Main Street should be improved at those locations where curvature results in impaired sight distances or driving quality.
4. The City should investigate the possibility of revising the location and alignment of some side streets to reduce the number of intersections, to improve the approach alignment at some points, and to reduce the intersection area at others. In some cases, right-of-way acquired for widening and realigning Main Street might extend a sufficient distance to allow closing some streets.

Priority:

Main Street widening should be programmed for the 1990-95 period. If major property development or redevelopment takes place prior to that time, the project might be advanced or portions might be accomplished in connection with private property improvements. The City should consider preparation of a Specific Plan covering this section of Main Street to identify the potential for revising side street approaches, including closing or relocating some streets, with future development.

Location Map:



## MAIN STREET WIDENING, DUNES STREET TO OLIVE STREET

### Present Conditions and Problems:

Traffic operation on Main Street could be improved by adding a continuous left turn lane in and near the central area. This would eliminate or reduce a cause of traffic congestion and accident potential.

If traffic volumes increase significantly in the future, additional lanes for through traffic may be necessary. However, present roadway width south of Dunes Street is not sufficient to permit adding either a left turn lane or through lanes and retain the on-street parking.

### Possible Solutions:

South of Dunes Street, a continuous left turn lane could be added by widening approximately two feet on each side. This could be done within the present right-of-way by reducing the sidewalk width (generally 15 feet). The remaining width would be adequate.

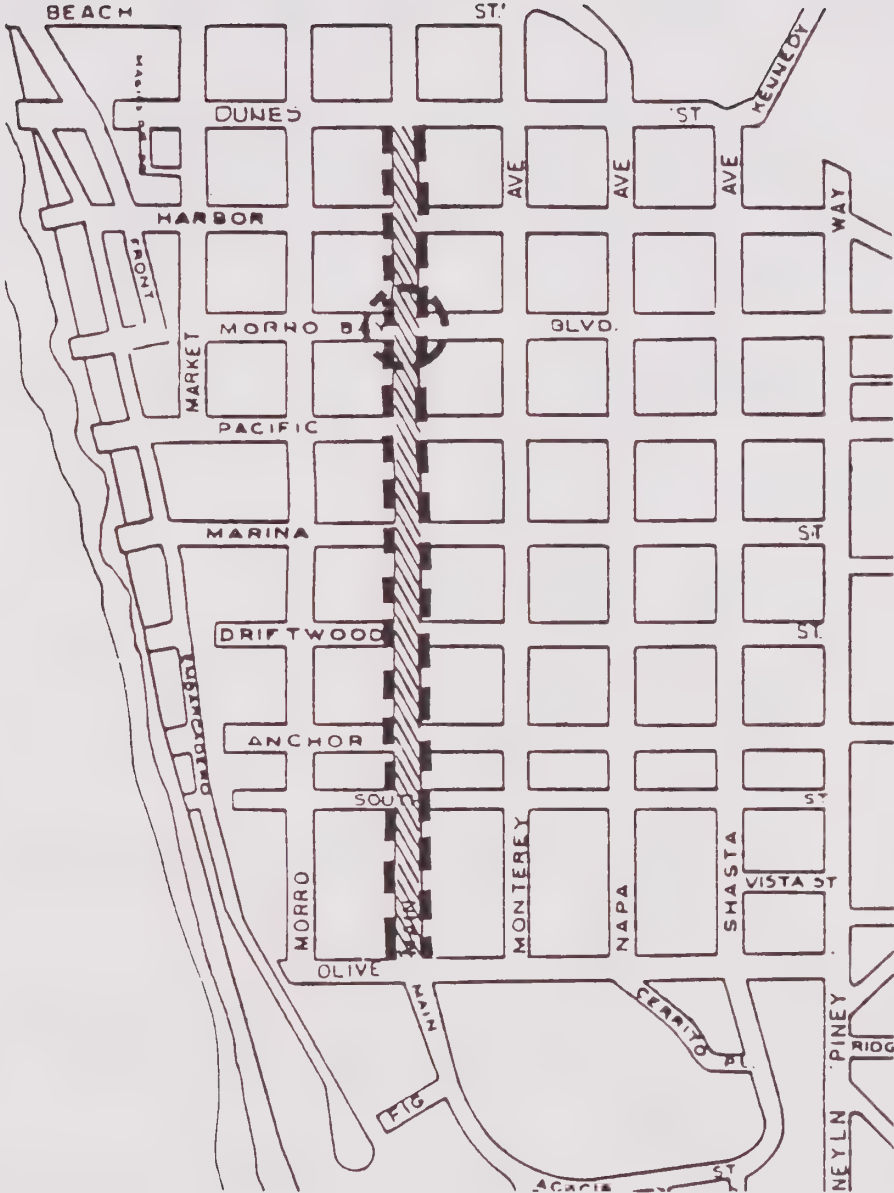
If additional traffic lanes should be necessary in the future, a more extensive widening would be required, or parking could be prohibited in some cases.

The limited widening could be done in stages, with the first stage including the Morro Bay Boulevard intersection. With that widening and with elimination of a few on-street parking spaces, separate left turn and right turn lanes could be added. This would reduce intersection delay at that point.

### Priority:

This project should be programmed for construction within the next three to six years.



[illegible]

## SOUTH BAY BOULEVARD, SOUTH CITY LIMIT TO HIGHWAY 1

### Present Conditions and Problems:

South Bay Boulevard is generally 24 feet wide, sufficient for one traffic lane in each direction without surfaced shoulders. There is no space for disabled vehicles, for pedestrians or bicycles, or for slow moving vehicles to turn out. There is a series of curves in the southerly portion. State Park Road intersects South Bay Boulevard at a sharp angle and adjacent to a curve so that sight distance is restricted.

Traffic volume has increased rapidly in recent years, nearly doubling in a three-year period. The combination of high traffic volume and poor geometric conditions make it difficult to enter South Bay Boulevard from State Park Road, a location of repeated traffic accidents. Pedestrian and bicycle accidents have been reported in the section between State Park Road and the City limits.

The City should oppose any proposed closures of State Park Road by the State Department of Parks and Recreation because such action would severely limit access to the southern portion of the City.

### Possible Solutions:

South Bay Boulevard should be widened to include surfaced shoulders, with additional widening for a left turn lane at State Park Road. The State Park Road intersection should be modified to correct the sharp approach angle. South Bay Boulevard should be re-aligned between the City limits and State Park Road to improve sight distance and to provide more liberal curve radius on the sharp curves.

Because of the rapid traffic growth, the City should plan to widen South Bay Boulevard to four lanes in the future.

Similar improvements will be required in the County section. Re-alignment will probably require reconstruction in both City and County portions in one project. Twin Bridges will be reconstructed by the County with City financial participation. The new bridge design should be consistent with the future cross-section requirements.

A separate bike path and walkway should be included in the widening of South Bay Boulevard.

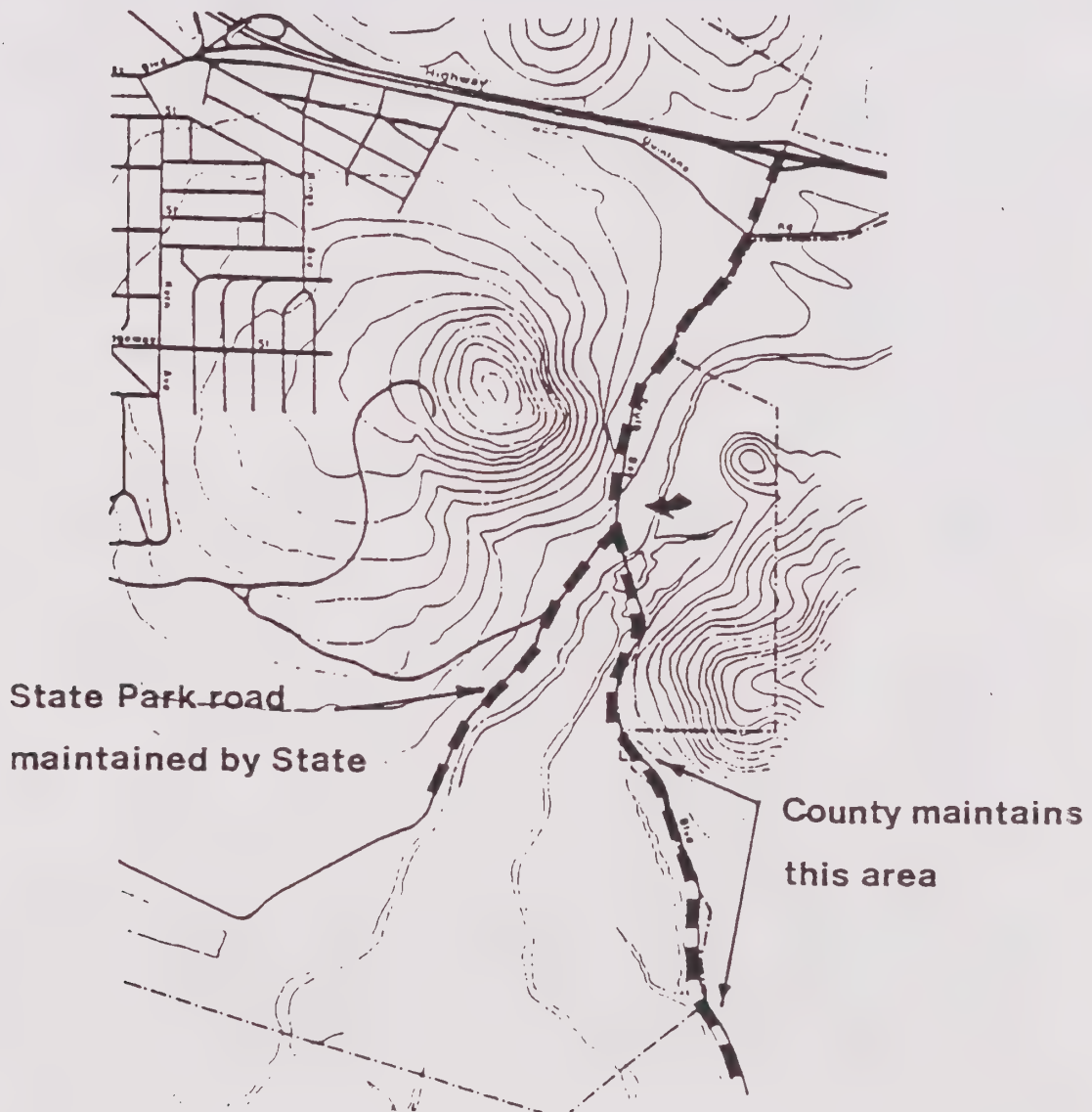
### Priority:

An interim safety improvement to provide surfaced shoulders should be programmed for early construction (3 to 5 years). Negotiations are underway with the County for financing and

construction of improvements south of Twin Bridges.

The time at which the need to add traffic lanes becomes critical will depend upon the future traffic growth rate. The present high growth rate may be reduced by the planned widening of Los Osos Valley Road in the County. A major widening project should be programmed for the 1990-95 period, but traffic volumes should be monitored on an annual or more frequent basis.

Location Map:





## ACCESS TO THE WEST AND EAST SIDES OF HIGHWAY 1 NORTH OF ATASCADERO ROAD

### Present Conditions and Problems:

All access to the residential area west of Highway 1 requires entering or crossing Highway 1 at one of four at-grade intersections, where traffic to and from the residential area is in conflict with through traffic on the limited-access, divided highway. This results in delay in entering the highway and the accident potential at expressway intersections is quite high. One of the four intersections is signalized, and the accident experience there is the poorest of any intersection in the City.

All trips between the residential area west of Highway 1 and the central and southern parts of the City must funnel through the Highway 1-Main Street interchange, a point that could be blocked in a disaster and a point where the City street carries a very high traffic volume.

The critical nature of Main Street and Highway 1 was made evident during the 1985 Las Pilitas fire when traffic was detoured from Highway 101 to Highway 1. Delays up to three hours occurred during that disaster.

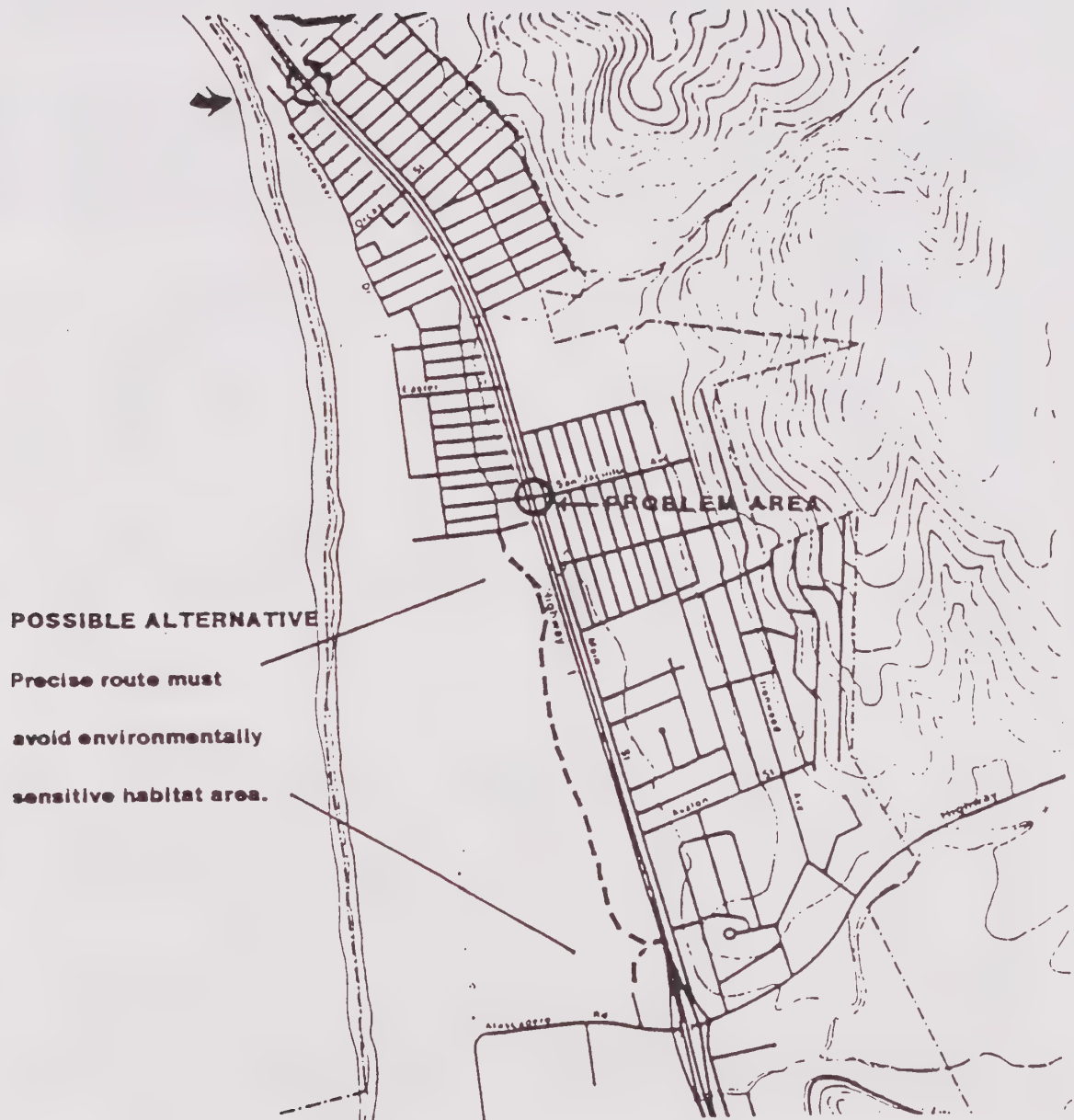
### Possible Solutions:

1. Traffic signals should be installed in the future at Highway 1 and Yerba Buena Street if crossing volumes increase significantly. (based upon Cal Trans criteria)
2. The City should plan for eventual grade-separation of San Jacinto Avenue and Yerba Buena Street at Highway 1, or for a single grade separation at a more central location. The at-grade intersections should then be closed.
3. A frontage road should be constructed on the west side of Highway 1 from 54th Street to Azure Street. That will provide an alternate to Highway 1 and Main Street for access to the residential area and for access to the High School from the residential area. Accessibility would be improved for residents and visitors and for emergency vehicles. If The Embarcadero is extended to Atascadero Road, that will provide a more direct travel route between the residential area west of Highway 1 and the area served by The Embarcadero.

### Priority:

These solutions are long term, not likely to be feasible prior to 1995. Highest priority should be given to construction of the west side frontage road.

Location Map:



## ADDITIONAL CIRCULATION EAST OF HIGHWAY 1 AND

### MAIN STREET-RADCLIFF STREET INTERSECTION MODIFICATION

#### Present Conditions and Problems:

There is no through street on the east side of Highway 1 between Morro Bay Boulevard and South Bay Boulevard. Any future development in that area would have inadequate circulation and access unless a through route is provided.

At present, all traffic between the north portion of the City and the central south portion must pass through the Highway 1-Main Street interchange. This results in excessive traffic loading on the City street at that point and in event of a disaster blocking the interchange, accessibility of major areas of the City could be hampered.

Radcliff Street carries traffic from Little Morro Creek Road and from the residential subdivision south of Radcliff Street and east of Highway 1. It enters Main Street adjacent to the Main Street undercrossing of Highway 1 at a point where roadway width and sight distances are constrained by the positioning of the structure abutments. Traffic volumes have increased significantly on Main Street in recent years. If traffic continues to increase, the present two-lane road will be inadequate. Also, Radcliff Street intersection with Main provides less than desirable visibility of traffic coming northbound on Main Street due to the curve and freeway bridge abutments.

#### Possible Solutions:

1. Except for infill development in the Harbor front Tract, no further development should be permitted east of Highway 1 and south of Harbor Front Tract unless accompanied or preceded by construction of a through route on that side of the highway. The new street should have connections to Morro Bay Boulevard and South Bay Boulevard.
2. Radcliff Street should be re-aligned to enter Main Street at a point farther from the undercrossing. Main Street should be widened to provide an adequate-length left turn lane at Radcliff Street. Possibly, Main Street can be re-aligned in the vicinity of the intersection to increase the curve radius.
3. At some time in the future, the highway undercrossing structure might be modified to permit widening Main Street and to improve the alignment of Main Street on either side of the structure. The California Department of



4. The City should study the future potential of extending Kennedy Way over Highway 1 to tie into a future road system on the east side of the freeway.

Construction of adequate circulation facilities should be a condition of any future development and City funding need not be programmed. Realignment of Radcliff Street and alteration of the Highway 1 underpass are long-term projects that might be coordinated with future east side development.

### Location Map:



## ATASCADERO ROAD-MAIN STREET INTERSECTION MODIFICATION

### Present Conditions and Problems:

The intersection of Atascadero Road (State Highway 41) and Main Street is controlled with 4-way stop signs. That is suitable control for present volume levels. If traffic increases to a point when accidents occur frequently, the 4-way stop control will not be adequate and it will be necessary to install traffic signals.

The intersection is immediately adjacent to the northbound Highway 1 ramps and will not operate well with traffic signal control. Traffic waiting on the west leg of Atascadero Road would block the offramp and could block the southbound onramp, as well. That might result in a backup into the signalized intersection, with the other freeway ramps blocked.

### Possible Solutions:

For satisfactory operation with traffic signals, the intersection should be relocated away from the freeway ramps. That will require realigning the Main Street approaches, in turn necessitating acquisition of right-of-way on the east side. While considered essential for traffic signal operation, the intersection modification would result in better operation with 4-way stop control, as well. Intersection modification might be done as the first of a two-stage improvement program.

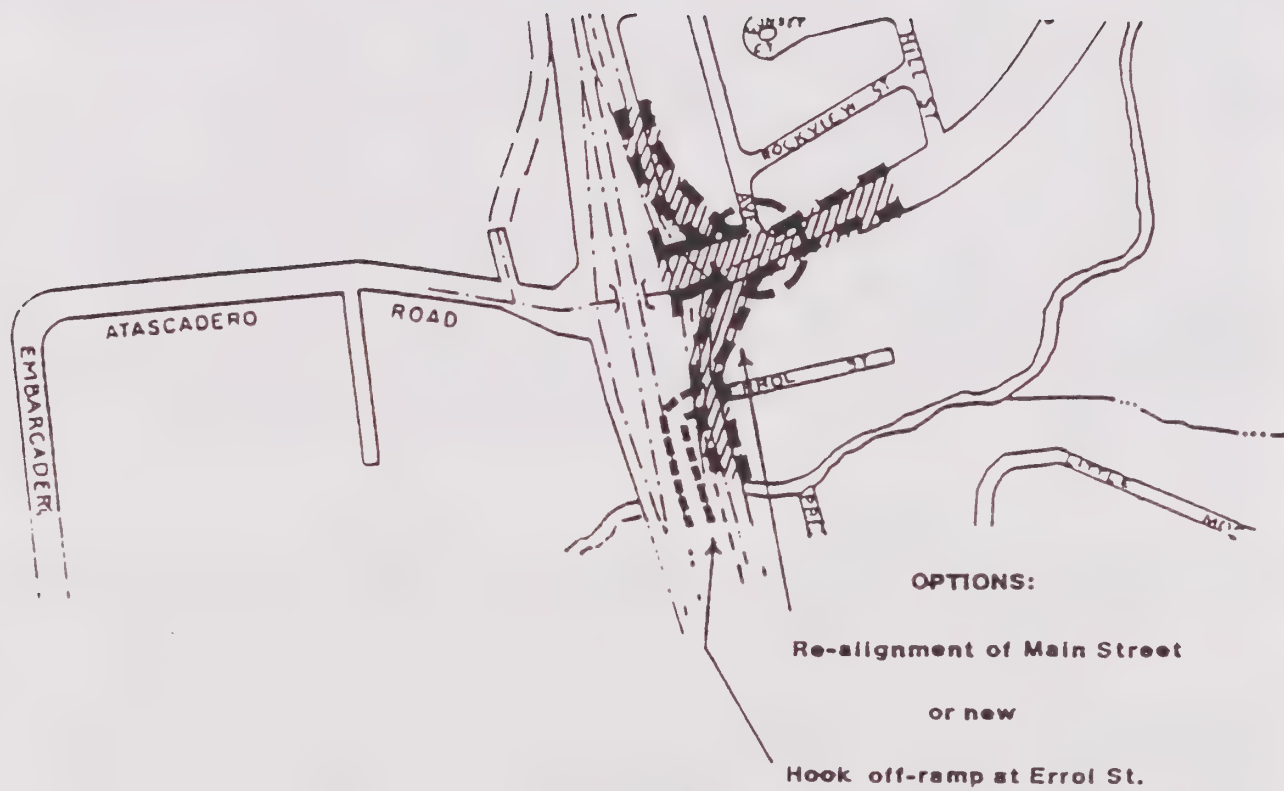
Less expensive alternatives would be either the elimination of the northbound off-ramp at Atascadero Road and use of the existing hook-ramps south on Main Street as the access to both Main Street and Atascadero Road or construction of a new hook off-ramp eliminating the existing hood on-ramp. These alternatives would eliminate the need for realignment of the Main Street-Atascadero Road intersection. They would also remove the existing weaving lane between the Main Street northbound on-ramp and the Atascadero Road northbound off-ramp, thereby improving the freeway geometrics and traffic flow.

### Priority:

Traffic growth on Atascadero Road has slowed appreciably, making it difficult to project the point at which conflicting volumes might be sufficient to require a change in traffic control. The City should program street revisions and traffic signal installation for the 1990-95 period.

If either of the alternatives are chosen, the traffic signal installation might be delayed and the re-alignment of Main Street would not be necessary.

Location Map:





## GENERAL TRAFFIC OPERATIONS IMPROVEMENTS:

In many cases, a need for street construction or widening might be deferred or eliminated by traffic operational improvements on existing streets. The City will make operational improvements when appropriate within its fiscal and legal limitations. Among specific programs are:

### 1. Traffic Signal Installations

The street system plan shows locations where traffic signals might be installed in the future to reduce or equalize delays and to clarify right-of-way assignments. The City does not now have traffic signals on City streets, except for one State highway location. The installation and maintenance of traffic signals will represent an additional financing burden, and the City should program the necessary funding.

### 2. Intersection Sight Distance Improvements

Delays and accident potential can be reduced in high-activity areas by correcting sight distance obstructions, such as those caused by parked vehicles. In many cases, a significant improvement can be made by eliminating one or more parking spaces on the approach to an intersection. Where sidewalks are narrow, the City should consider establishing building setback lines, either continuously along the street or at corners, to prevent sight obstructions from future building improvements.

### 3. Off-street Parking

In concert with the removal of on-street parking near intersections, adequate off-street parking should be provided. This can be accomplished by a combination of appropriate off-street parking requirements for new development and establishment of parking districts for the Embarcadero and Downtown area. However, if off-street parking cannot be provided, this should not affect the program for removal of on-street spaces where they pose a hazard or sight problem.

On-street parking on arterials and commercial collectors should be discouraged and where feasible, prohibited. (See "Parking" section.)

### 4. Left Turn Lanes

Where roadway width permits, a major cause of traffic delay and traffic accidents can be eliminated by painting left turn lanes. In some cases, this might require eliminating parking near an intersection or along a street section.

A street where this treatment would be beneficial is on Morro Bay Boulevard, where a continuous two-way left turn lane can be added without eliminating parking. As it would result in reduced clearance between parked and moving vehicles, it would be desirable to eliminate parking in areas where the driving task is most severe--that is, at intersections. Another location for early treatment is on Main Street at Morro Bay Boulevard. In this case, parking would have to be eliminated on the intersection approach.

#### 5. Curb Reconstruction At Key Intersections

Turning movements at intersections in the central area could be eased by increasing the radius of curb returns. A top candidate is the Main Street-Morro Bay Boulevard intersection where three of the four corners require sharp turns.

#### 6. Reduction of Traffic Conflict Points

New driveway accesses should be prohibited onto major arterials except when no other option is available. Driveways should be directed to local and collector streets rather than arterials.

#### 7. Consistent Traffic Control Devices

The City should continue to periodically review the City street system to ensure that traffic control devices and pavement markings are in accordance with the Manual on Uniform Traffic Control Devices for Streets and Highways. (Published by the Federal Highway Administration)

#### 8. Roadway Re-alignments

The City should include the re-alignment of roadways to improve existing curve radii and other problems associated with poor street geometrics where feasible.

#### 9. Monitoring Traffic Conditions

The City now has limited facilities for measuring traffic movement. Provision should be made for collecting and analyzing traffic flow data on a sufficiently continuous basis that informed judgments can be made on the magnitude and trends of travel on the more important streets. Additional staff may be necessary to conduct these studies.

The County should be requested to establish a periodic traffic count program on South Bay Boulevard similar to that conducted for Main Street near Highway 1.

## APPENDIX B

### IMPLEMENTATION AND FINANCING

#### 1. CONDITION OF APPROVAL

New development places heavier loads on the existing circulation system. Therefore, the developer should be made responsible for circulation system improvements and, where necessary, land dedication for right-of-way. Since developments often impact the circulation system well beyond the site boundaries, the responsibility for off-site improvements should be expanded on the basis of each development's impact.

When the responsibility for improvements is shared by several developments, in-lieu fees should be established. These are fees required in lieu of land dedication and construction of public improvements. These fees should be based upon the costs which are attributable to the impact of the development. Such fees can be established for public parking facilities which benefit several businesses and for major circulation improvements such as traffic signals and bridges. These fees can also be used to match City, State or Federal moneys for circulation improvements.

The in-lieu fee is established by first determining the cost of the project. The cost should include the following:

1. The cost of the land if right-of-way or easements must be purchased.
2. The cost of design.
3. The cost of the improvements.
4. The administrative costs.

Second, the City should determine the pro-rata share for each of the developments which are expected to be impacting the affected facility. For streets, a common method is to assess fees on the basis of trip generation.

The following table gives generalized expected trip generation by land use type. These figures can be used to determine the share of the in-lieu fees by each development for street improvements:



TABLE B-1: TRAFFIC GENERATION BY LAND USE TYPE

<u>Residential</u>	Vehicle trip-ends/ dwelling unit	
	Range	Typical
Low density (single-family homes)	7-12	9
Medium density (patio houses, duplexes, townhouses)	5- 8	7
High density (apartments)	3- 7	5
<u>Commercial--Retail</u>	Vehicle trip-ends/ 1,000 sq.ft. floor area	
	Range	Typical
Neighborhood retail (supermarket)	70-240	130
Community retail (junior department store)	60-140	80
Regional retail (regional shopping center)	30- 50	40
Central area retail	10- 50	40
Highway-oriented commercial (motels, service stations)	4- 12	10
<u>Commercial--Offices</u>	Vehicle trip-ends/ 1,000 sq.ft. floor area	
	Range	Typical
(All Types)	6-60	14
<u>Industrial</u>	Vehicle trip-ends/ 1,000 sq.ft. floor area	
	Range	Typical
Highly automated industry; low employee density (warehouse)	0.2-1.0	0.6
Light service industry; single lot industry (lumberyard)	0.4-1.2	0.8

<u>Industrial (Con't)</u>	Vehicle	trip-ends/
	1,000 sq.ft. floor area	Range Typical
Industrial tract (five acres) (machinery factory)	0.6-4.0	2.0
Office, campus; research & development (research industry)	3-8	4

<u>Public and Semi-Public Uses</u>	Vehicle	trip-ends/
	Range	Typical
Schools and colleges	0.4- 1.0	0.8
	Veh. trip-ends/student	
Places of public assembly (theater, stadium, convention center)	Stadia: 2 veh. trip-ends/4 seats	
Administration facilities (city hall, state offices, postoffices)	10-60	20
	Veh.trip-ends/1,000 Sq.ft. floor area	
Recreation facilities (park, zoo, beach, golf course)	Golf Course: 2-10	8
	Veh. trip-ends/acre	
Hospitals	6-16	10
	person trip-ends/bed	

Source: Traffic Circulation Planning for Communities, Gruen Associates 1974

In-lieu fees for parking facilities should be based upon the parking needs of each use as contained in the City's parking regulations. The cost of the parking facility should include:

1. The land costs.
2. The cost of design.
3. The cost of the improvements.
4. The administrative costs.

A survey was conducted by the City of San Luis Obispo to determine in-lieu parking charges by other cities. They found that the rates ranged from \$2,500 to \$12,000 per space.

In-lieu fees are an effective method of procuring funds for necessary circulation system improvements. One drawback, however, is the fact that money is only collected if development occurs. That means that improvements which are needed immediately or within the near future can only be constructed if the City advances the money. The City would be reimbursed over an extended period of time as development occurs. If the City borrows the money for the circulation system improvements, the cost of the loan should also be added to the in-lieu fee. If development is slow to occur, the City could be saddled with a very long pay-back period. An escalator factor should be built into any in-lieu fee schedule since the costs of the public project increase over the pay-back time period.

## 2. PUBLIC IMPROVEMENT DISTRICTS

A satisfactory method of financing circulation system improvements is to establish local assessment districts in already developed areas. Such districts can be established for a number of purposes and can provide a realistic means of constructing needed public improvements in an already built-up area. Special districts can also be established to provide for sewer and water improvements as well as other public facilities.

There are a variety of state laws providing for the establishment of parking districts. The Vehicle Parking District Law of 1943 is a district act under which the cost of acquiring and improving parking lots is assessed upon the real property in the district which receives benefits from the parking improvements. This law is popular because people feel that it is equitable since it places the cost burden upon the business properties which will be benefited. An important element in this district law is that the cost is financed by assessment of property rather than upon future revenues which means that free parking or parking at very low rates can be provided. This is important to the Downtown and the Embarcadero which have to compete with shopping centers which provide large amounts of free parking to customers.

The Parking Law of 1949 provides for the financing of parking facilities and land acquisition by the issuance of bonds payable from revenues of parking facilities and from parking meter revenues. No taxes or assessments are levied when this act is used. A parking authority is established by a resolution of the City Council. The revenue bonds require voter approval (There are some exceptions).

The Vehicle Parking District Law of 1951 combines the revenue and assessment features of the 1943 and the 1949 Acts. The parking lots are first financed by parking lot and parking meter revenues. Under the basic provisions of this act, parking lot charges are fixed. If the costs of maintenance, principal and interest on the bonds exceed the revenue received from the



parking charges, the property owners may consent to an advalorem assessment to be levied to pay the difference. This act is attractive in situations where property owners are unwilling to assume an assessment for the full cost of the parking facilities. On the other hand, this act creates a disadvantage for the parking district if it loses business to competing shopping centers which provide free parking.

The Parking and Business Improvement Area Law of 1965 provides a method where the City may levy an additional business license tax upon businesses within a limited area of the City which will receive special benefit from public projects in their area. This law requires a public hearing to establish the boundaries of the improvement area. The proceeds from this tax may be used for the acquisition, construction and maintenance of parking facilities and other public facilities for the benefit of the improvement area. This law could also be used to finance improvements to Downtown and Embarcadero pedestrian areas.

### 3. OTHER FINANCING SOURCES

General Obligation Bonds: The City may issue general obligation bonds for any municipal improvements including streets, sidewalks, parking, transit and bikeways. However, since general obligation bonds require at least two-thirds vote of the electors, these bonds will be difficult to obtain.

Revenue Bond Law of 1941: This law allows Morro Bay to issue revenue bonds to finance public projects of all kinds. The law requires that the public facilities financed by the bond produce the revenue to pay back the bond holders.

State Motor Vehicle Taxes: The revenues from motor vehicles can be used for street and, to a limited extent, bikeway improvements.

SB 325: These state funds are used by cities for roads and transit systems.

Special Grants: There are limited State and Federal funds which are made available from time to time for circulation system improvements. In order to qualify for most grants, the City must be able to respond quickly with specific public project proposals to submit for consideration. The disadvantage of many grants is that the funding is often based upon the size of the city which means that Morro Bay would lose-out to the larger cities in the San Francisco and Los Angeles area.

User Taxes: Public facilities such as the sewer and water systems are paid for by the users of these systems in the form of periodic user fees. In the same way, parking facilities, transit and the proposed water taxi can be totally or partially

self-supporting by the imposition of user fees. In order to keep the City Dial-a-Ride system affordable, the fares must be subsidized. As mentioned previously, some parking districts require the institution of paid parking.

Private Enterprise: It is possible that some forms of circulation should be handled by private enterprise. For example, it may be better for the City to offer a franchise to operate the water taxi service than to incur those costs by the City since a private operator may be able to provide the service more efficiently than the City.

Combination of Financing Sources: Many circulation system projects may require a combination of two or more of the methods listed above.

#### 4. CAPITAL IMPROVEMENT PROGRAM

The City should prepare a long-range capital program for funding needed to implement circulation projects. The Capital Improvement Program could be used to better define available funding resources. It would also present a structured plan for the orderly improvement of the circulation system and allow the City Council to better assess future budget needs.









#### IV. VISUAL RESOURCES AND SCENIC HIGHWAY ELEMENT

- A. Authority and Purpose IV-1
  - Assessment of Scenic Values IV-2
- B. Existing Conditions and Issues IV-6
  - 1. Existing Conditions IV-6
    - a. Unique Features IV-6
    - b. Waterfront IV-6
    - c. Urban, Commercial and Residential IV-6
    - d. Rural IV-7
    - e. Scenic Highways IV-7
  - 2. Issues IV-10
    - a. General Visual Resource Issues IV-10

Property Maintenance IV-10

Signs and Sign Regulations IV-10

Overhead Utility Lines IV-11

Landscaping IV-11

Hillside Development and Grading Practices IV-12

Protection of Neighborhood Character IV-12

b. Area Specific Visual Resource Issues IV-13

Embarcadero IV-13

Downtown IV-14

Atascadero Beach Tract IV-14

Highway 1 IV-14

City "Entryways" IV-16

C. Objectives, Policies and Programs IV-17





FIGURE IV  
VISUAL RESOURCES AND SCENIC HIGHWAY ELEMENT  
LIST OF FIGURES

<u>Figure</u>		<u>Page</u>
VR1	Scenic Views	4
VR2	Areas of Visual Significance	5
VR3	Scenic Highways	9





## IV - VISUAL RESOURCES AND SCENIC HIGHWAY ELEMENT

### A. AUTHORITY AND PURPOSE

The City of Morro Bay is located in a physical setting with spectacular visual qualities. The visual resources of the community serve as valuable assets to both City residents and visitors, and the protection and enhancement of the resources is one of the foremost policies of the Coastal Act of 1976.(LCP 214)

Scenic views of unique and varied coastal scenes are important to people both in terms of aesthetics and functional qualities. Viewing an attractive scene can be, for many, a rewarding experience. For other people, scenic views give identity, character and value to their community. Visually attractive areas are good locations for recreational activities and facilities, and moreover, are good sites for ports, commercial activities and residential developments, all of economic importance. (LCP Modified 214)

The Visual Resources and Scenic Highway Element Section of the General Plan and Local Coastal Plan establish criteria for the protection, preservation and enhancement of the scenic resources. It also identifies the scenic qualities along major roadways in Morro Bay. (New)

One of the principal purposes of this element is to provide a means for Morro Bay to recognize and protect eligible portions of the State Scenic Highway System within its jurisdiction. An adopted Scenic Highways Element is a prerequisite for official designation of a scenic highway by the California Department of Transportation (Caltrans). A Scenic Highways Element also provides an opportunity for the community to recognize local routes which have unusual scenic quality and to plan for their protection and enhancement. The Scenic Highways Element addresses all of these issues. (SH Modified 6)

The State Scenic Highway System includes the short segment of California Highway One which lies in Morro Bay among the routes eligible for designation as an official scenic highway. This Element examines Highway One's qualifications for official scenic status. A number of local roads were also evaluated for their scenic amenities. From the analysis of Highway One and local scenic roads, policies were developed to help protect and enhance the scenic values of those routes. (SH pg. 26 Co. SH Map 11)

This chapter also addresses the visual quality concerns of the following areas in the community:

- (1) Morro Rock
- (2) Morro Bay State Park
- (3) Morro Rock City Beach/Atascadero State Beach
- (4) Morro Creek and the adjacent flatlands
- (5) State Highway One
- (6) Embarcadero area
- (7) Central Morro Bay
- (8) PG & E Power Plant
- (9) Coleman Park
- (10) Residential Neighborhoods
- (11) Undeveloped Land within the City

Additionally, visual concerns relating to the following issues are addressed:

- (1) Signs and sign regulations
- (2) Landscaping
- (3) Utility Lines
- (4) Property Maintenance (LCP Modified)

#### Assessment Of Scenic Values

In order to implement the policies of the Coastal Act regarding visual resources, the City identified areas providing significant public views such as Morro Bay, Morro Rock, and the Pacific Ocean.

A scenic view shall be defined as something that is looked at which has significant man-made or natural qualities and which contributes to the identity of a community or area. (LCP Modified 215)

These scenic views can then be further evaluated based upon the following criteria:

- (a) the abundance and variety of forms and textures;
- (b) the richness and range of color;
- (c) the distance and extent of views;
- (d) uniqueness of scenic qualities;
- (e) the availability of street furniture and public facilities;
- (f) the ease of access on foot or by motor vehicle;
- (g) the extent of public information.

Because man-made visual quality and natural visual quality are aesthetically pleasing and desirable in different ways, urban views are evaluated under different criteria than natural views. (LCP 215-16)

Scenic lands are generally more easily described than defined. Nonetheless, the following definitions are useful for the discussion which follows.

Scenic Views: Something looked at which has significantly appealing visual qualities, whether man-made or natural and which contributes to the identity of a community or area. (SH1 Modified)

Scenic Corridors: The visible land area adjacent to the highway (or roadway) right-of-way and generally described as "the view from the road". (SH8)

Scenic Backdrop: The element of a view which provides background, e.g. hillside, bluffs, or ridges. (SH1)

Scenic Vistas: Sweeping views of large visually attractive areas. (SH1)

Official State Scenic Highway and Official County Scenic Highway: Scenic highways officially designated by the California Department of Transportation (CalTrans) after application from local jurisdictions and only if listed with eligible highways in the California Streets and Highways Code. (SH8 Modified)

The criteria used for assessing views of the urban environment include such things as:

- (a) the enhancement of the City's character through the use of building materials and scale of the structures;
- (b) the compatibility with surrounding structures;
- (c) the compatibility with the natural features of the area (i.e. topography);
- (d) the preservation of public views;
- (e) the enhancement and definition of the City's image;
- (f) the uniqueness of the City's image. (LCP 216)

Based upon these criteria, natural open space areas, residential neighborhoods, and commercial zones with significant scenic resources or community character were identified and evaluated. Figures VR-1 and VR-2 show the location of scenic views and identify these areas of visual significance. (These areas are further defined in Volume 2, the Local Coastal Plan.) (LCP Modified)

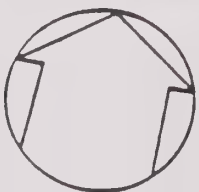


# FIGURE VR-1

## SCENIC VIEWS

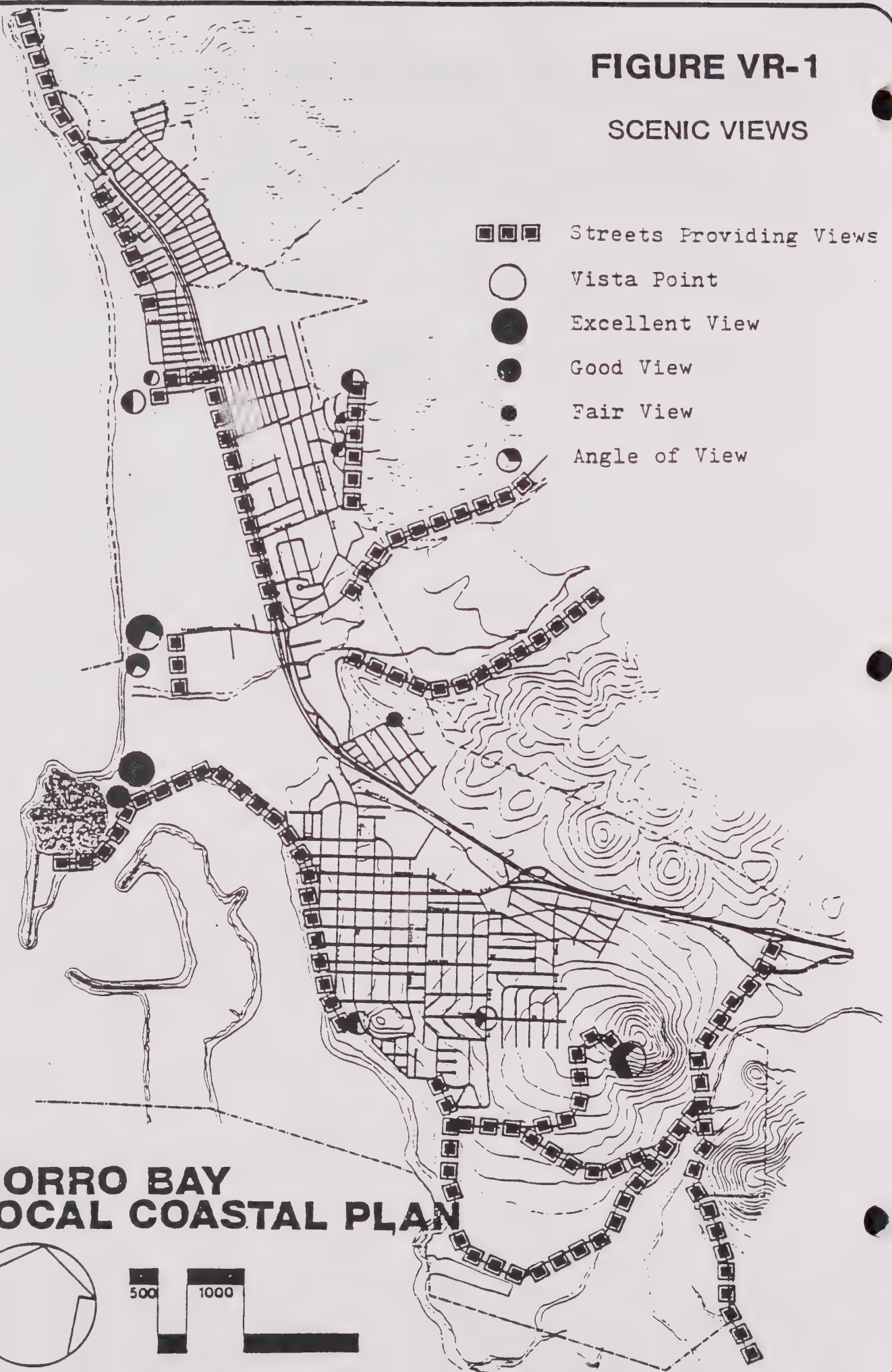
- ▣▣▣ Streets Providing Views
- Vista Point
- Excellent View
- Good View
- Fair View
- ◐ Angle of View

### MORRO BAY LOCAL COASTAL PLAN



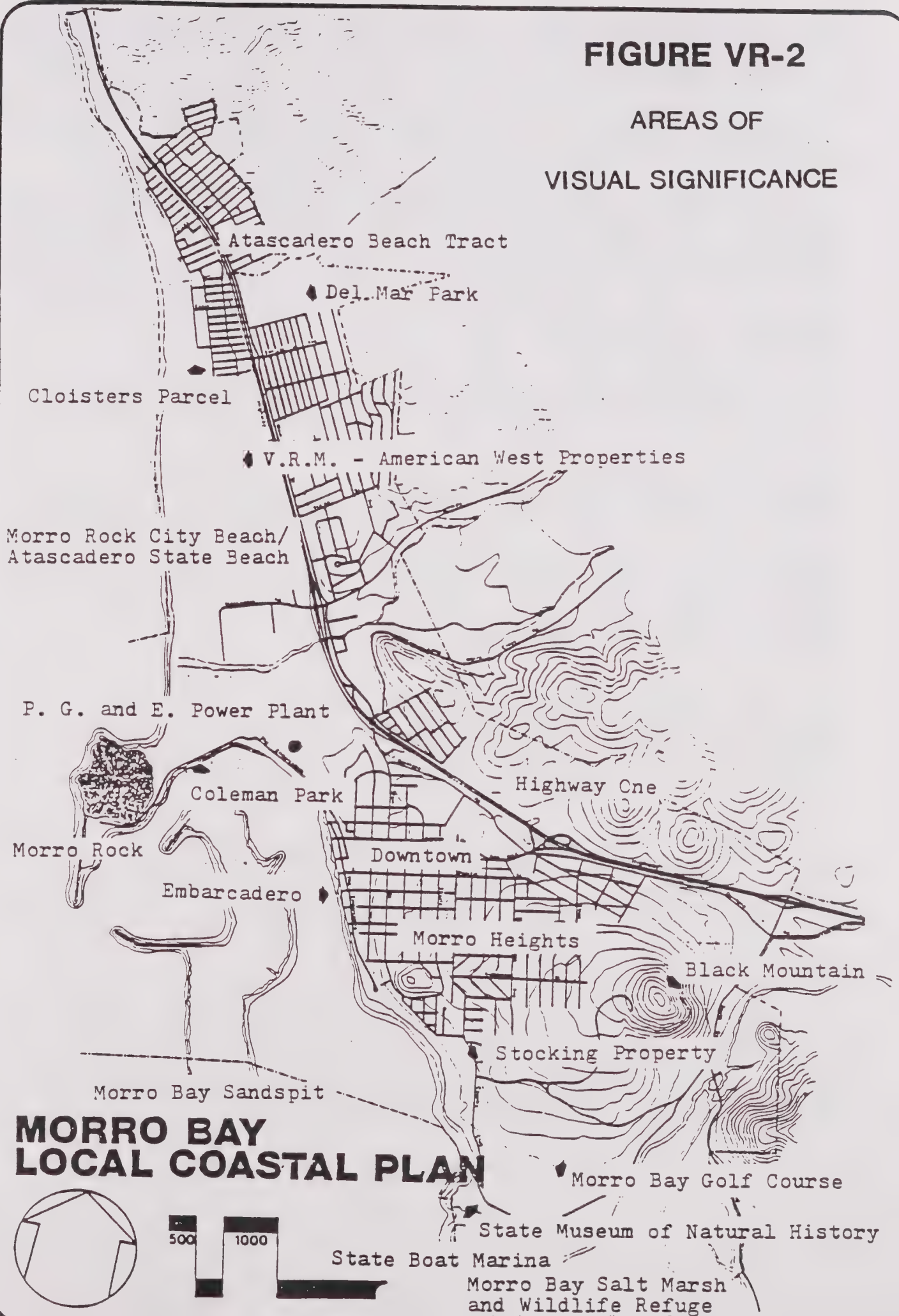
500

1000



**FIGURE VR-2**

**AREAS OF  
VISUAL SIGNIFICANCE**



## B. EXISTING CONDITIONS AND ISSUES

### 1. EXISTING CONDITIONS

a. Unique Features: The landmark of the community, Morro Rock, is probably the most significant visual feature of the area and can be seen from almost any location in Morro Bay. (LCP 218)

The massive PG&E Power Plant is the dominant man-made form in Morro Bay. While its prominent waterfront location at the heart of the community, and other aspects of the installation have significantly detracted from the visual quality of Morro Bay, the facility's three 450 feet high exhaust stacks, visible from miles away, are considered by some to be a familiar, albeit misplaced, local landmark and part of the community's visual character. (LCP 218)

Forming the outer shore of the Bay is the sand spit, a pristine, windblown peninsula visible from the Embarcadero, Coleman Drive, the State Park roads and from bluff and hillside residential areas. (LCP 221)

b. Waterfront: More than half of Morro Bay's physical edge is coastline, and it is this land-sea interface which creates the City's water-oriented character, both natural and urban, both visual and functional. The Pacific Ocean, the "working" harbor and the great saltmarsh at the southern end of the City dominate the landscape, and provide the sweeping vistas of ocean, beach, dune, bluff, and marsh, as well as the quaint harbor-side scenes for which Morro Bay is noted. (SH)

c. Urban, Commercial and Residential: Commercial development in Morro Bay is concentrated in three areas: the Embarcadero, with its mixture of visitor serving and harbor uses; in the central business district, composed of small businesses with Morro Bay Boulevard as the main artery; and a strip of mostly commercial uses to serve both visitors and residents along Main Street and Quintana Road, parallel with Highway 1.

While some enjoy the jumble of activities at the waterfront and appreciate the resulting visual variety, others lament an "unkempt" appearance which detracts from the area's natural beauty. The downtown area and other commercial corridors are notable for their lack of architectural coordination and sparsity of landscaping.

The character of residential neighborhoods in Morro Bay is largely a reflection of their natural setting. The well-established and well-tended charm of Morro Heights and older bluff-top residences is visible from the Embarcadero and Coleman Drive areas. The low-lying Atascadero Beach Tract can be said to harmonize with and capitalize on its prime ocean-front location.



The residences perched on the City's eastern hillsides are considered attractive by some, and certainly well located for the sweeping views they themselves afford. However, pervasive utility lines and poor property maintenance in some areas detract from the character of some of the City's residential neighborhoods. (SH)

d. Rural: The hills and ridgelines climbing up from the coastal bench and the agricultural flatlands of the Morro and Chorro Valleys provide a scenic backdrop for the community. Their color, texture and shape contrast sharply with the urban areas and coastline, giving a visual definition to the urban form of the City, and reinforcing Morro Bay's image and character as a small-scale town within a rural setting.

The community's country-like character is further established and enhanced by the combination of natural and man-made features in Morro Bay State Park, such as Black Hill, the golf course and campground, which comprise a large portion of the southern part of the City. (SH)

e. Scenic Highways: The State Scenic Highways System (or Master Plan) consists of a list of those segments of State highways which are eligible, should they meet certain standards, for official Scenic Highway designation.

Before one of these eligible routes can be officially designated as a State Scenic Highway, however, the local government whose jurisdiction abuts the highway must act to recognize and protect the scenic quality of the highway's scenic corridor. The city or county must pursue the following steps before the highway is officially designated as scenic:

1. The local legislative body having jurisdiction over lands adjacent to a segment of an eligible scenic highway must adopt a Scenic Highways Element in its General Plan and request the Director of Transportation to make a corridor survey and highway facility study.

2. The local jurisdiction must prepare, adopt and submit to CalTrans for review, a program to protect and enhance the scenic appearance of the corridor. The program shall address, but not be limited to: (1) regulation of land use and intensity (density) of development; (2) detailed land and site planning; (3) control of outdoor advertising; (4) careful attention to and control of earth moving and landscaping; and (5) the design and appearance of structures and equipment.

3. When CalTrans determines that the corridor protection program for a segment of any state highway in the Scenic Highway System has been implemented by the local jurisdiction and a plan and program has been developed by

CalTrans for bringing the highway up to the standards for official Scenic Highways, the familiar "California Poppy" signs are placed along the highway to indicate its official status.

Two state highways lying partially in Morro Bay are eligible for official scenic highway status: Highway One and Highway 41. All but a very small section of Highway 41, however, is outside the City in unincorporated county land. Thus, it is not discussed in this Element, and remains the concern of San Luis Obispo County. Highway One, on the other hand, travels the entire length of the City and issues related to designating the City's portion of the highway as scenic are analyzed in this Element.

County roads may also be designated as Scenic Highways by the same procedure described above. There are presently no roads in Morro Bay, however, which are eligible or designated County Scenic Highways.

While the Scenic Highways Element is principally a city's planning tool for evaluating eligible State scenic highway segments within its boundaries and for meeting the requirements for official State designation, it can also be a mechanism for cities to identify and protect local routes with scenic significance. This Element analyzes some local roads popular with residents and visitors for their scenic significance, and recommends policies for protection and enhancement of their scenic qualities. (SH) Figure VR-3 indicates the locally significant scenic roads as well as State Highway 1.

In addition to Highway One, three routes within Morro Bay have been found to possess especially significant scenic features as well as meet the other criteria for appropriateness as a designated scenic road and have therefore been included in this Element as deserving recognition and protective measures. These routes are the Embarcadero, Coleman Drive, and the Morro Bay State Park road system. The original text of the Scenic Highway Element contained in Volume II provides a description of the scenic qualities, including specific vistas and viewpoints and viewpoints and related facilities. (SH Modified)

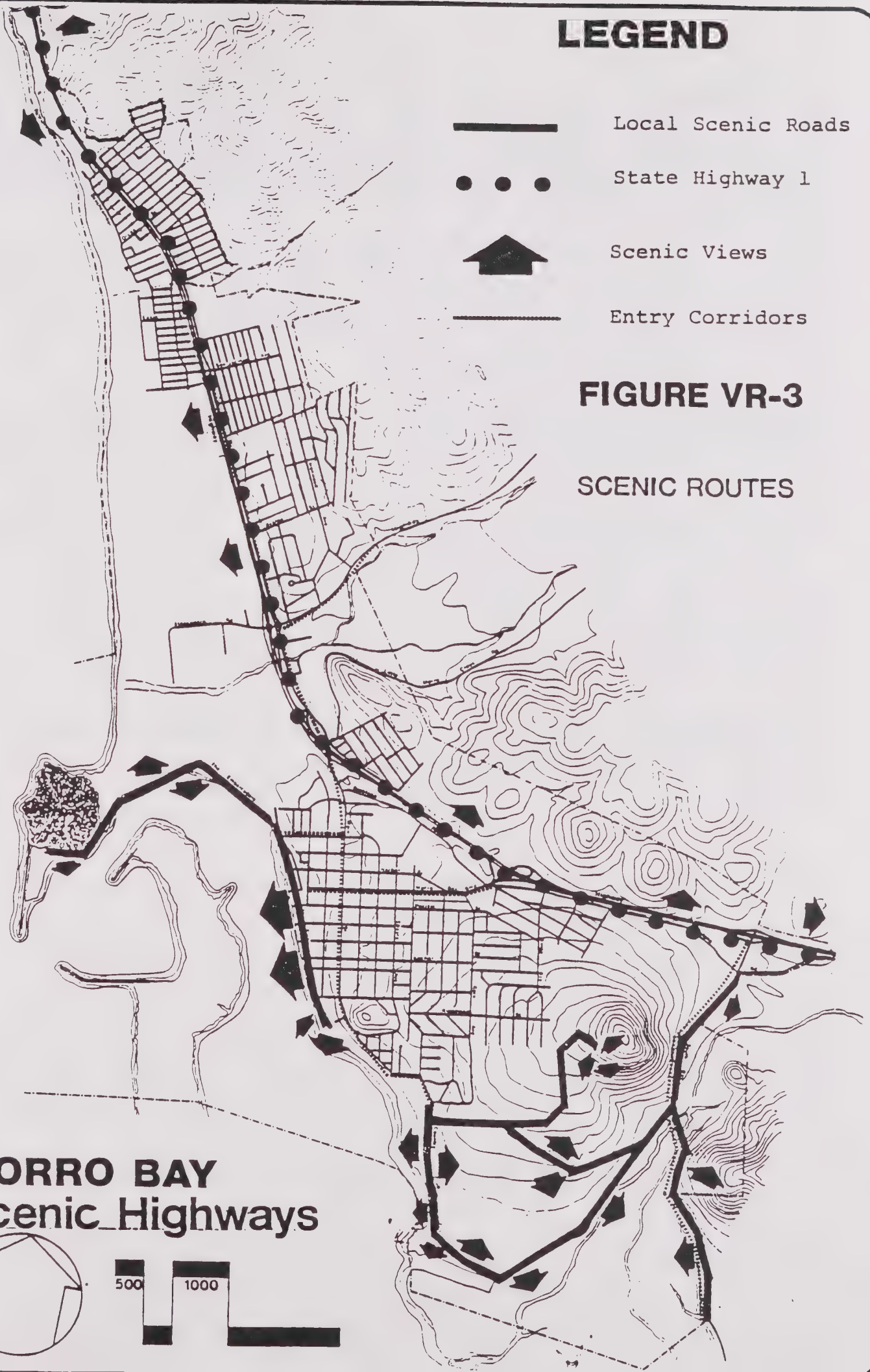
# LEGEND

- Local Scenic Roads
- State Highway 1
- Scenic Views
- Entry Corridors

FIGURE VR-3

SCENIC ROUTES

MORRO BAY  
Scenic Highways





## 2. ISSUES

While Morro Bay has been blessed with a physical setting of unique and spectacular visual quality, the community can improve, take better advantage of, and prevent abuses to its visual character.

It is desirable to enhance Morro Bay's views. It is equally desirable that the City consciously seek to take better advantage of its visual qualities while attempting to restore and repair the damage that has been done to those qualities. (LCP 221)

### a. General Visual Resource Issues

Property Maintenance: One issue that has detracted from the visual character of Morro Bay is poor property maintenance. An inordinate number of abandoned buildings and cars, buildings with peeling paint, accumulated debris and junk, substandard housing, unscreened trash containers, and conflicting nonconforming uses have served to tarnish Morro Bay's natural beauty. It has become such a problem that the City has developed a property maintenance code to designate poor property maintenance as a nuisance and violation of the code subject to formal citation and abatement. The problems of poor property maintenance are particularly acute in the neighborhoods of northern Morro Bay and in the Downtown, Quintana, North Main, and Embarcadero Commercial Areas. The problem areas could be corrected in order that Morro Bay can restore and enhance its visual character. (LCP Modified 221)

Signs and Sign Regulations: Signs in Morro Bay have come to be a problem, detracting from the visual quality of the community and in some cases interfering with important views. Among some of the problems associated with signs are:

- (1) Failure to remove old, non-functional or nonconforming signs.
- (2) The allowable height and size of signs are excessive under the existing ordinance.
- (3) The lack of a realistic and enforceable timetable for the amortization of nonconforming signs.
- (4) The proliferation of lighted signs that have excessive glare or are offensive to nighttime vision in the Community.
- (5) The lack of appropriate design standards that would better guide the size, type, color, location, lighting, and materials of construction of signs.
- (6) Failure to consider views when reviewing applications to erect and light signs. (LCP)

Overhead Utility Lines: Throughout Morro Bay's residential neighborhoods and most of its commercial areas, there seems to be a maze of overhead utility lines darting in every direction. While this problem is not unique to Morro Bay, it seems particularly acute in this community, particularly in the northern sections of the City. This web of lines serves to both:

- (1) create a jumbled, blighted appearance for those areas in which it is most predominant;
- (2) interfere with, obstruct, and in some cases render unsightly views that would otherwise be spectacular.

Existing utility lines will continue to plague what is visually pleasant about Morro Bay and detract from property values unless a concerted effort is taken to eliminate this eyesore. (LCP 222)

Landscaping: With the notable exceptions of the Morro Heights area, isolated tree groves in selected areas of the community, and those few locations where a street tree program has been implemented, Morro Bay requires additional landscaping.

Among some of the problems associated with landscaping and the need to provide more landscaping to enhance and/or restore Morro Bay's visual qualities are the following:

- (1) The lack of landscaping along Highway One exposes numerous views that detract from Morro Bay's visual qualities.
- (2) There are no regulations to prevent the removal of existing trees and vegetation that have helped establish a rural character for some of Morro Bay's neighborhoods.
- (3) The City's street tree program has not been progressing and some of the specimens called for by the Master Tree List are inappropriate.
- (4) The lack of water will continue to inhibit any attempts to make significant landscaping improvements in Morro Bay.
- (5) While there are zoning districts that call for special landscaping and architectural treatment in new developments, there are areas critical to the community's visual quality -- i.e. the downtown -- that are not included in these districts.
- (6) The lack of clear regulations and standards for landscaping of buildings and parking lots is inhibiting opportunities to take better advantage of Morro Bay's visual qualities.





(7) Landgrading operations have created unattractive scars and cut faces in hillside areas, and there are no regulations governing the protection of cut slopes with attractive, erosion preventive plant materials. (This can be solved with enforcement of grading ordinance; see Chapter X, Hazards).

Hillside Development and Grading Practices: Some hillside areas within the community have not been developed with regard for the natural topography. Existing subdivisions reflect design criteria more suitable for flat land areas. Some past grading practices also did not take into account the natural topography of the terrain, leading to erosion and scarring of the hillsides.

Some of the problems associated with these subdivisions have been:

- (1) Existing development has not followed the natural contours of the hillsides, detracting from the visual qualities this scenic backdrop can provide;
- (2) Streets in these portions of the community traverse directly up the hillside, often at ninety degrees to the natural contour.
- (3) Ridgelines that help define the eastern edge of the community are not protected from development that would lessen the visual quality of the hillside areas.
- (4) Grading practices are not required to reflect as much as possible the natural contours resulting in substantial and unnecessary alteration of the landscape.

For further discussion of hillside concerns see Chapter X, Hazards. (LCP 224)

Protection of Neighborhood Character: One of the priorities of the Coastal Act is the protection of the character of the community and its neighborhoods. Morro Bay recognizes the need to preserve the unique character of its varied neighborhoods and to create a higher quality visual environment within them. Among some of the issues that predicate the establishment of policy to preserve neighborhood character are the following:

- (1) New residences and new residential additions are often out of scale and character with other residences in the vicinity.
- (2) The current allowable height and bulk for residential development is not appropriate for some portions of the community. Such buildings would in many cases block important views and conflict with the character of individual neighborhoods.



(3) Standards or guidelines are needed to create buffers between conflicting land uses;

(4) There is a need for a balancing formula governing the allowable height and bulk of residential and commercial buildings.

b. Area Specific Visual Resource Issues

There are three neighborhoods which require consideration for neighborhood character protection. These are the Embarcadero, the Downtown and Atascadero Beach Tract (Planning Area I). It should be noted that protection of community character does not mean protection of or continuation of dilapidated buildings, no community improvements or no progress. It means that the enjoyable qualities of the area should be preserved as much as possible. (LCP 224)

Embarcadero: Development of waterfront areas along the Embarcadero, as well as along the bluff above the waterfront is an integral part of the views of the bay and Morro Rock and the views from this area should be enhanced.

The Embarcadero is a random mix of tourist and harbor-related uses that creates certain circulation problems, both vehicular and pedestrian. This random mix does, however, give the area a charm and honesty not found in pre-planned areas. This honesty and individualistic appearance should be encouraged, mindful of a desire for harmony (rather than homogeneity) and its waterfront/bay orientation. Visual problems present on the Embarcadero include:

- (1) A lack of landscaping to soften and screen the less pleasing visual impacts of the existing development;
- (2) An additional need for public improvements, specifically the paving of parking lots, upgrading restroom facilities and park improvements;
- (3) A need to establish standards for signs;
- (4) A need to screen rubbish and storage areas;
- (5) A need for underground utility lines on the Embarcadero and along the Bluff;
- (6) A need for an effective clean-up and maintenance program.

Circulation problems on the Embarcadero include:

- (1) A need to widen sidewalks;





- (2) A need to locate long-term parking for sports fishing activities where such use will not create parking congestion. (LCP 225)

Downtown: The downtown business center presents an uninteresting visual appearance to the public. A poor mixture of architectural styles have served to visually fragment this district and sever its connection with the Embarcadero. Other visual concerns facing the downtown are:

- (1) A lack of continuity in colors and building materials which lessens visual quality and denies the area character; it also does not emphasize unification and common business goals of the downtown area;
- (2) Landscaping is lacking, especially when needed to screen parking areas that lessen scenic qualities;
- (3) Overhead utility lines are an eyesore and should be undergrounded;
- (4) A lack of design continuity in signs also lessens visual qualities and character. (LCP 225)

Atascadero Beach Tract: This ocean-front neighborhood is visually well defined, consisting mostly of single story residences. Problems facing the protection of this neighborhood's visual qualities are:

- (1) Existing zoning would allow new residences with height not in keeping with neighborhood characteristics;
- (2) Existing Eucalyptus groves add a visual quality to the neighborhood but can be a problem species;
- (3) Development on adjacent vacant property may impact the visual characteristics of the Atascadero Beach Tract. (LCP 226)

Highway 1: The portion of State Highway One in San Luis Obispo County, north of Highway 101 in San Luis Obispo, has been recognized as possessing outstanding scenic quality by the State legislature and accordingly, has been declared eligible for official "scenic highway" status. Of the approximately 53 miles of "scenic" Highway One winding through San Luis Obispo County, less than six miles, or about ten percent, lies in Morro Bay. Most of the potential scenic highway is in unincorporated county territory. Consequently, establishment of the highway as "scenic" is properly a greater-than-local project which must be pursued with the cooperation of the County on an area-wide or regional basis. (SH Modified)

Before the highway can be officially designated as "scenic", the local government with land-use jurisdiction for the highway corridor must establish development controls and standards sufficient to ensure that significant scenic resources visible from the road have been protected. In large measure, this has already been done within Morro Bay through the preparation and adoption of the Local Coastal Program. (SH Modified)

Thus, in terms of acquiring official scenic highway status for Highway One, the initial step should be to approach the County to put together a county-wide or regional application to the state. Each jurisdiction should develop appropriate land use controls and standards for its portion of the highway. Once this was accomplished, the jurisdictions could apply together to have the entire eligible length, or a substantial portion of Highway One within the county, designated as "scenic". Therefore, if Morro Bay wishes to pursue scenic highway status for Highway One, it should contact the County to initiate discussion of a joint application. (SH)

In addition to the general issues described for enhancement and protection of visual resources along Highway 1, a specific landscape program is necessary. Implementation of such a program would be desirable for Highway One in Morro Bay, where the present design of the highway right-of-way itself clearly lacks consideration of visual, aesthetic values. (SH Modified)

From near the Main Street exit in the northern City limits, neither the median nor the shoulder areas of this highway are landscaped in any manner. The median should be planted with low-scale shrubs and ground cover. Landscaping should generally not exceed eye-level, to retain views of the sea from northbound lanes. One concept is to place soil in a low-lying median barrier which is planted with low-growing, draping, flowering vegetation, such as bougainvillea. This treatment would dramatically improve the appearance of Highway One in Morro Bay. Trees or taller shrubs should be permitted in the median only if clustered to allow significant view opportunities to the west and where safety could be maintained. (SH Modified)

The portion of the right-of-way outward from the emergency land/shoulder should also be treated, especially in the areas from Atascadero Road to Yerba Buena Street and south of the Morro Bay Boulevard. On the west side, care should be taken where appropriate so that views to the sea are not blocked. This is generally not a problem because the area between Atascadero Road and San Jacinto Street, which currently provides the best views to the sea, is at a significantly lower level than the highway, and roadside landscaping treatment should not affect those views. (SH Modified)



On the east side, low roadside landscaping would help make the chainlink fence separating the highway from Main Street more aesthetically acceptable. No views of especially important scenic quality would be blocked by this treatment. The pastoral foothills are steep and project above the road, and would, therefore, remain visible. Further study of the best treatment seems to be in order before recommending a preferred solution. It is clear that landscaping improvements to this part of Highway One are needed, and the City should petition CalTrans to instigate such improvements. (SH Modified)

City "Entryways": In addition to the scenic routes, the City's "entryways" are also important with regard to preserving and enhancing visual amenities. If the axiom that first impressions are most important is applied to Morro Bay, then entry corridors should receive considerable attention particularly when one considers that tourism is one of the principal economic bases for the City. The entryways to the City are indicated on Figure VR-3. (SH Modified)

Morro Bay's southernmost entrance is from South Bay Boulevard, leading through Morro Bay State Park; this entryway, along with all the State Park roads, has been recognized as a local scenic route. (SH)

The major entryways from the freeway to the Embarcadero, the Harbor and Morro Rock are from Morro Bay Boulevard, through downtown, and along North Main Street to the waterfront via Beach Street. In both cases, significant improvements to the visual quality of the road corridors should be made. (SH)

The other principal entryway to the City is at the intersection of Routes One and 41. Again, the visual quality of this area is seriously impaired by the lack of landscaping, excessive signs, vacant and unkept properties and overhead utilities. (SH)

The City should exercise strict design control over new development along these corridors to improve architectural coordination and quality. Special sign controls and landscaping requirements should be applied in these areas. Further, establishment of future utility undergrounding districts by the City should focus on these entryways. (SH)

In addition, better informational signs should be placed along these routes to direct travelers to the numerous visitor services and attractions. These signs should also be designed to improve the aesthetic quality of the routes, and to help establish a sense-of-place, so that people will better recognize and appreciate Morro Bay as a desirable place to visit. (SH)

### C. OBJECTIVES, POLICIES AND PROGRAMS

OBJECTIVE: To enhance, protect and preserve the existing and potential visual resources of Morro Bay and its surroundings.

POLICY VR-1: The City will establish a system of scenic roadways and a set of mechanisms to protect their scenic values. (New)

Program VR-1.1: The City shall request the County of San Luis Obispo to join with Morro Bay in making application to CalTrans to pursue official scenic highway designation for Highway One. (SH26)

Program VR-1.2: Morro Bay will request that the County and State consider designating State Highway 41 east of the City, State Highway One, South Bay Boulevard, and Main Street in the Morro Bay State Park area as scenic highways when completing the County and City Scenic Highway Elements. (LCP 231)

Program VR-1.3: The City shall recognize and so designate the local roadways identified in Section A of this Element, and shown on Figure VR-3, as "local scenic routes", and take the necessary measures, as provided in this Element, to protect and enhance their scenic qualities. (SH 26)

Program VR-1.4: Morro Bay shall request the Division of Highways to develop a plan and program for landscaping the entire length of State Highway One as it traverses through the community that would:

- a. Frame and protect important views;
- b. Screen unattractive views;
- c. Accentuate entrances to the City. (LCP)

POLICY VR-2: The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic and coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated on Figure VR-1, shall be subordinate to the character of its setting. (LCP 226)

Program VR-2.1: Permitted development shall be sited and designed to protect views to and along the coast and designated scenic areas and shall be visually compatible with the surrounding areas. Specific design criteria shall be established for the following areas:

- a. The Embarcadero (as defined in Policy \_\_\_\_\_ )
- b. Downtown commercial area

The criteria shall include the following specific requirements and shall be applied to proposed projects on a case-by-case basis during architectural review:

- a. Building height/bulk relationship compatible with existing surrounding uses;
- b. Landscaping to restore and enhance visually degraded areas using native and drought resistant plant and tree species;
- c. Preservation and enhancement of views of the ocean, bay, sand spit and Morro Rock;
- d. Any other requirements applicable from Coastal Commission conceptual approval of the Urban Waterfront Restoration Plan. (LCP 226-27)

Program VR-2.2: New development in areas designated on Figure VR-2 as having visual significance shall include as appropriate the following:

- a. Height/bulk relationships compatible with the character of surrounding areas or compatible with neighborhoods or special communities which, because of their unique characteristics, are popular visitor destination points for recreation uses.
- b. Designation of land for parks and open space in new developments which because of their location are popular visitor destination points for recreation uses.
- c. View easements or corridors designed to protect views to and along the ocean and scenic and coastal areas. (LCP 230)

POLICY VR-3: The City shall implement the Coastal Land Use Plan/Coastal Element map and policies, through the adoption of appropriate ordinances, to protect and enhance the visual resources associated with the corridors of the City's scenic highways and local designated routes. (SH 27)

Program VR-3.1: The City shall enforce current sign regulations which require amortization of non-conforming signs and investigate institution of a new amortization schedule to accompany new sign regulations adopted as part of the Local Coastal Program implementation phase. The length of the amortization period should be such that economic hardships are not placed on present sign owners. (SH 27)



Program VR-3.2: The City shall, as part of the implementation phase of the LCP, adopt new provisions to:

- a. Require monument and surface mounted signs and discourage roof mounted and pole signs;
- b. Require that view protection and the nighttime characteristics of the sign be mandatory considerations of any sign installations;
- c. Prohibit billboards;
- d. Reduce allowable height and size where they interfere with views to and along State Highway One.
- e. Develop and adopt sign criteria for signs appropriate for Morro Bay's commercial districts. (LCP 230)

Program VR-3.3: The City shall develop special design criteria for the development of the Coleman Drive planning area to include the following:

(1) Development of the landward portion of the area shall be limited to only low profile structures necessary to support development of commercial fishing facilities. Structures shall be sited to protect existing views available to Morro Rock and to and along the ocean and structures shall be subordinate to the character of the setting.

(2) New development shall not encroach within the setback areas of the sensitive habitat located on Morro Rock. (LCP 227)

Program VR-3.4: Industrial development shall be sited and designed in areas specifically designated in the Land Use Plan to protect views to and along the ocean and scenic coastal areas, to minimize land alteration, to be visually compatible with the character of the surrounding areas, and where feasible, shall include measures to restore and enhance visually degraded areas. In addition, industrial development shall be subordinate to the character of its setting. (LCP 231)

Program VR-3.5: Development between State Highway One and the ocean in Planning Areas 1, 2 and 5 shall provide view corridors as defined in Policy 12.02B and by Figure 32 so as not to significantly degrade views to and along the coast from Highway One. New development shall be subordinate to the character of its setting and shall be visually compatible with the surrounding areas. (LCP 229)

Program VR-3.6: The City shall require a detailed development plan for Mixed Use Area G consistent with Policy 12.02.B. Any development shall be subordinate to the unique and sensitive visual character of the area. Design methodology shall include areas of clustered development, varying building heights, roof lines and setbacks, visible common open space areas and landscaping controls which ensure that full grown tree species are selected for heights which do not obscure views. The development plan shall preserve to the maximum extent feasible traditional public visual access from Highway One of the dunes, Morro Rock, and the open ocean and coastal headlands to the north. The plan shall at a minimum include the following visual resource design standards:

1. The public view corridor from Highway One is established as defined in Figure 32. As a condition of future development approval a long term scenic conservation easement agreement shall be entered between the property owners and the City covering the area within the designated public view corridor. Within the view corridor the following development limitations shall apply and these shall be reflected in the scenic conservation easement:
  - a. no structure shall exceed four (4) feet in height above grade pursuant to Morro Bay Municipal Code Section 17. 12.310 (B) and as hereafter amended except for small public restrooms,
  - b. landscape screening shall not exceed eight (8) feet in height, or block more than 10% of the viewshed from Highway One,
  - c. only open space, lateral access, parking areas, golf, passive recreational uses and mariculture activities shall be allowed in the public view corridor. (LCP 227)
  - d. Any development shall be subordinate to the unique and sensitive visual character of the area and shall contain visual corridors and standards as defined in Policy 12.02B in the LUP. In addition, development on the parcel outside of defined visual corridors shall be limited to a height of 25 feet, as measured from the lowest possible first finished floor elevation. Design methodology shall include areas of clustered development, varying building heights, roof lines and setbacks, visible common open space areas and landscaping controls which ensure that tree species are selected for maximum heights which do not obscure views. The development plan shall

preserve to the maximum extent feasible visual access benefits seen from Highway One through the dunes to Morro rock and vicinity through careful design and siting of structures and site improvements. (LCP Program 1.13b)

Program VR-3.7: Consistent with Policy \_\_\_\_, a specific development plan shall be required if and when supplemental uses are found to be consistent with the agricultural policies contained in the LCP and the Coastal Act. Visual resources for the specific plan shall include:

(1) Development shall be sited in clusters on the most level portions of the site adjacent to Highway One. Development shall be compactly clustered onto the portions of the site that have stable slopes of 5 to 15% and shall not cover more than 2% of the gross acreage of the property both within and outside the City.

(2) Prior to the siting of new structures, a detailed geotechnical report shall be prepared in accordance with Policy \_\_\_\_\_. The report shall define which portions of the site are less suitable for new development due to geologic constraints.

(3) Portions of the site outside of the approved development area shall be retained in open space or agricultural use to preserve the visual and rural character of the area.

(4) Structure heights shall not exceed 18 feet above average finished grade of each site pad except that structures designed and approved for visitor-serving lodging may be two stories, not to exceed 25 feet in height, above existing grade.

(5) The visual impact of any development on views from Highway One shall be minimized to the maximum extent feasible through the utilization of native plant species indigenous to the area. (LCP 229)

POLICY VR-4: Morro Bay will modify its ordinances so as to:

a. Develop clearer requirements, standards, and criteria for installation of landscaping and retention of existing specimen trees as part of new developments, parking lots, etc.;

b. Prohibit land grading that will create large cut faces, and where minor alteration is necessary, require plantings and appropriate maintenance to conceal and prevent erosion of cut faces. (LCP 231)



Program VR-4.1: The City shall review its zoning districts and revise them as necessary to require appropriate landscaping and the screening of dumpsters, parking lots and other visually obstructive elements as a condition for new development, or redevelopment, especially in all commercial districts. (SH)

Program VR-4.2: The City shall investigate the feasibility of special landscaping requirements for new development or redevelopment along scenic routes and entryways. (SH 28)

Program VR-4.3: The City shall review its existing street tree program to ensure it is adequate. Particular attention shall be given to the following concerns:

- the types of species permitted, especially with regard to their water needs and maintenance costs.
- analysis of the costs for installation and maintenance of street trees and an investigation of funding sources to help offset these costs, such as special appropriations from the general fund, assessment districts or urban forestry grants. Priority for installation of new trees shall be given to the Embarcadero and the entryways designated on Figure 1.
- an analysis of street tree management plans which could involve non-profit groups. (SH 29)

Program VR-4.4: The City shall develop guidelines regarding the form, height and placement of trees which protect and frame views, and which create canopies where appropriate. (SH 29)

Program VR-4.5: The City shall initiate methods for screening and landscaping existing parking lots and trash-receptacles along the Embarcadero; such methods may involve both public and private sector participation. (SH 29)

Program VR-4.6: The City shall request CalTrans to install landscaping along Highway One; such landscaping shall not block significant views of the sea, sand dunes or Morro Rock. (SH 29)

Program VR-4.7: The City shall adopt, as appropriate, special design and landscaping requirements for new development or redevelopment along the entryways depicted in Figure -. (SH 30)

POLICY VR-5: The City will encourage the continual maintenance of properties. (LCP Modified 230)

Program VR-5.1: The City shall enforce its Property Maintenance Code; problems with property maintenance in the Embarcadero and along the entryways designated on Figure 1 shall be given highest priority for ameliorative action. (SH 29)

Program VR-5.2: The City shall identify and work towards the removal or require the mitigation of the effects of those nonconforming uses that cause visual blight or otherwise demean the character of residential neighborhoods and commercial districts. (LCP Modified 230)

POLICY VR-6: Pursuant to Policy 1207 regarding undergrounding of utilities, the City will work toward the undergrounding of utilities where feasible. (New) (230)

Program VR-6.1: In cooperation with PG & E, the City shall continue implementation of its utility undergrounding district program. (SH 27)

Program VR-6.2: The City shall establish a policy for undergrounding of utilities in connection with new development or major redevelopments. In the event that funding becomes available for the undergrounding of existing utility lines not in connection with new development or major redevelopment, priority shall be given to the undergrounding of lines in the Embarcadero and Downtown areas and entrances to the City. (LCP 231)

POLICY VR-7: The City should investigate means to install roadside amenities, including informational signs, rest stops, parking areas, scenic pull-outs, bicycle and pedestrian trails and related facilities. (New)

Program VR-7.1: The City shall investigate the development of an improved informational sign program along its entryways to help direct visitors to commercial districts and points of interest; such signs should be designed to enhance the viewscape of these entryways. (SH 30)

Program VR-7.2: The City should develop a sign program for the Embarcadero to direct visitors to points of interest, e.g. Morro Rock, the T-Piers, the State Park, etc. City parks should also be identified and signs indicating beach access at the end of Coleman Drive near Morro Rock should be in place. (SH 30)

Program VR-7.3: The City shall investigate funding sources for public informational signs. (SH 30)

Program VR-7.4: The City shall require as a condition for approving improvements to Morro Bay State Park (1) that scenic pull-outs are adequately identified from the park roads both as a convenience to the traveler and to increase safety on these roads, which are winding and narrow, by alerting to stopping and entering traffic; and (2) that a bicycle/pedestrian path adjacent to the park entrance road from Main Street to South Bay Boulevard be provided. (SH 30)

Program VR-7.5: The City shall investigate funding for bike trails and related facilities to be constructed on Coleman Drive and along the State Park roadways.(SH 31)

Program VR-7.6: The City shall implement the LUP/Coastal Element policy regarding provision of a bike path on the parcel West of Highway One between Atascadero Road and San Jacinto Street, as a condition on development there. (SH 31)











## V. SAFETY ELEMENT

- A. Authority and Purpose V-1
- B. Existing Conditions and Issues V-2
  - 1. Existing Conditions V-2
    - a. Fire Hazards V-2
    - b. Flooding V-3
    - c. Seismic and Geological Hazards V-5
      - 1. Groundshaking V-5
      - 2. Liquefaction V-6
      - 3. Tsunamis V-6
      - 4. Landslides V-6
    - d. Erosion V-9
    - e. Coastal Erosion V-9
    - f. Radiation V-9
  - 2. Issues V-9
    - a. Fire Hazards V-10
      - 1. Wildlife Fire Hazards V-10
      - 2. Urban Fire Hazards V-10
    - b. Flood Hazards V-10
    - c. Seismic and Geologic Hazards V-11
      - 1. Major Faults V-12
      - 2. Grounshaking V-12
      - 3. Liquefaction V-13
      - 4. Tsunami V-13
      - 5. Landslides V-13
    - d. Erosion V-14
    - e. Coastal Erosion V-15
    - f. Radiation Hazards V-16
    - g. Emergency Preparedness V-16
    - h. Acceptability of Risk V-17

- Risk Criteria Associated with Seismic/Geologic Hazards V-21
  - i. Potential Method for Reducing Hazards V-21
    - 1. Fire Hazard Mitigations V-21
    - 2. Flood Hazard Mitigations V-22
    - 3. Earthquake Mitigation V-22
    - 4. Landslide Mitigation V-23
    - 5. Erosion Mitigation V-23
    - 6. Coastal Erosion Mitigation V-23
    - 7. Radiation Hazard Mitigation V-23

- C. Objectives, Policies and Programs V-24



FIGURE V

SAFETY ELEMENT

LIST OF FIGURES

<u>Figure</u>		<u>Page</u>
S1	100-Year Flood Plain	3
S2	Ground Shaking Areas	7
S3	Liquefaction Potential	8
S4	Landslide Risk	9

LIST OF TABLES

<u>Tables</u>		
S1	Taxonomy of Critical Facilities	19
S2	Summary of Risk Criteria	19





## V-1 SAFETY ELEMENT

### A. AUTHORITY AND PURPOSE

The Safety Element addresses measures to protect, where feasible, citizens, visitors and structures of Morro Bay from major hazards such as earthquakes, floods and fires. In the past, these hazards were divided between two elements of the General Plan, the Seismic Safety Element which addressed earthquakes and the Safety Element which addressed other hazards. In 1984, the State Government Code was changed to allow the combination of these two elements into one document to be known as the Safety Element. (New)

Section 65302 (g) of the Government Code provides that a Safety Element shall be prepared:

for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides, subsidence and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.

To the extent that a county's safety element is sufficiently detailed and contains appropriate policies and programs for adoption by a city, a city may adopt that portion of the county's safety element that pertains to the city's planning area in satisfaction of the requirement imposed by this subdivision.

Each county and city shall submit to the Division of Mines and Geology of the Department of Conservation one copy of the safety element and any technical studies used for developing the safety element. (New)

This Safety Element combines the provisions contained in the City's former Safety and Seismic Safety Elements as well as the Hazards section of the Local Coastal Plan. It also suggests areas that should be studied in the next update of this section of the General Plan. To meet this objective, this Safety Element includes technical analyses of different hazards in Morro Bay and policy recommendations to facilitate loss reduction from those hazards if they are realized. Specifically, the Element is concerned with the following potential hazards: wildland fire, urban fire, natural flooding, dam inundation, geologic hazards





The dry vegetation throughout much of the year that exists in the hills east of Morro Bay, together with the dry climate and topography of this area, greatly enhances the potential of major brush fire.(LCP) The urbanized portions of Morro Bay are composed of a variety of structure types, some of which have flammable roofs and siding and are located in close proximity to fire-prone open lands. There is little separation between many buildings which increases the potential for a fire spreading. (New) Based on these and other factors, the community was rated by the Insurance Service Office on a scale of 1 to 10 (with 1 being the lowest risk) for their fire hazard. These ratings are then reflected in the Fire Insurance premiums which homeowners pay. For the urbanized portions of the City, the rating is a Class 5 (median) and the rural section go as low as Class 9 (high risk). (LCP 179)

The Navy jet fuel storage located in north Morro Bay poses another potential source of fire (and explosion) hazard. This facility occupies approximately 12 acres in the northern portion of the community. The facility is surrounded by residential development and undeveloped hills. At this time, the Navy does not anticipate expansion of this facility nor phasing out the operation.

Aviation fuel is brought to the facility by ocean tankers and is temporarily stored then transferred to air bases in the Central Valley. Currently, all receiving and shipping of fuel is through underground pipelines. A real potential problem may arise if the volume of fuel through the pipelines cannot be adequately transferred without the use of truck tankers. The impact of increased truck traffic in the area would become a hazard due to the narrow system of streets, exposing lives to increased potential of fuel spills and having trucks impact State Highway One without adequate traffic control in the form of signals. Policies addressing this facility are found in the Land Use Element and the Circulation Element. (LCP modified 180)

b. Flooding: Flood hazards in the City are also considered in two categories: natural flooding and dam inundation. "Natural flooding" hazards are those associated with major atmospheric events that result in the inundation of developed areas due to overflows of nearby stream courses or inadequacies in local storm drain facilities. Dam inundation hazards are those associated with the downstream inundation that would occur given a major structural failure in a nearby water impoundment.(S modified 1.3)

The City experienced major floods in 1969 and 1973. Flooding problems caused by these storms could have been worse if the Morro Bay flood plain had been developed with homesites or other urban uses. (LCP modified 168)



The greatest damage occurred during the storms of early 1969. Although storm waters were generally contained by those portions of Morro Creek that lie within the City, there was significant damage to telephone, power and gas lines, water wells and bridges. Though the majority of overland flood flow occurred in the low lying agricultural areas of the Morro and Chorro Valleys, there was severe damage to property within the City. (LCP 168)

Some of the major reasons for flooding was due to the pile up of debris on bridge piers, behind culverts, constricted channels, and utility crossings and the failure of earthen dikes to contain the storm waters. (LCP 168)

The storm of January, 1973, considered a storm of only a 20-year magnitude, brought flooding to the critical Highway One underpass where Highway 41 meets Main Street, and a number of areas in north Morro Bay east of Highway One. Flooding resulted due to backwater from culverts that were unable to handle the storm. (LCP 169)

Following the flooding that occurred in those years, Morro Bay applied for HUD's Federal Flood Insurance program which prompted the preparation of flood prone area maps and City passage of a model ordinance governing development in flood prone areas. Figure S-1 indicates the areas determined by the Army Corp of Engineers to be potentially subject to flooding in a 100-year storm. (LCP modified 169)

C. Seismic and Geologic Hazards: While the City of Morro Bay is in a seismically active area, there are no known active faults within or adjacent to the community. Nonetheless, potential threats to life and property from earthquakes are groundshaking, liquefaction, and tsunamis. (LCP 171)

Earthquakes originate as shock waves generated by movement along an active fault. The primary seismic hazards are ground shaking and the potential for ground rupture along the surface trace of the fault. Secondary seismic hazards result from the interaction of ground shaking with existing soil and bedrock conditions, and include liquefaction, settlement, landslides, tsunamis or "tidal waves", and seiches (oscillating waves in lakes or reservoirs). (S 1.3)

1. Groundshaking: Though not located close to the state's largest fault, the City may expect strong groundshaking from an earthquake on the San Andreas Fault Zone. This fault, located at its closest 41 miles from the City, is expected to generate an earthquake of 8.0 to 8.5 in the near future.

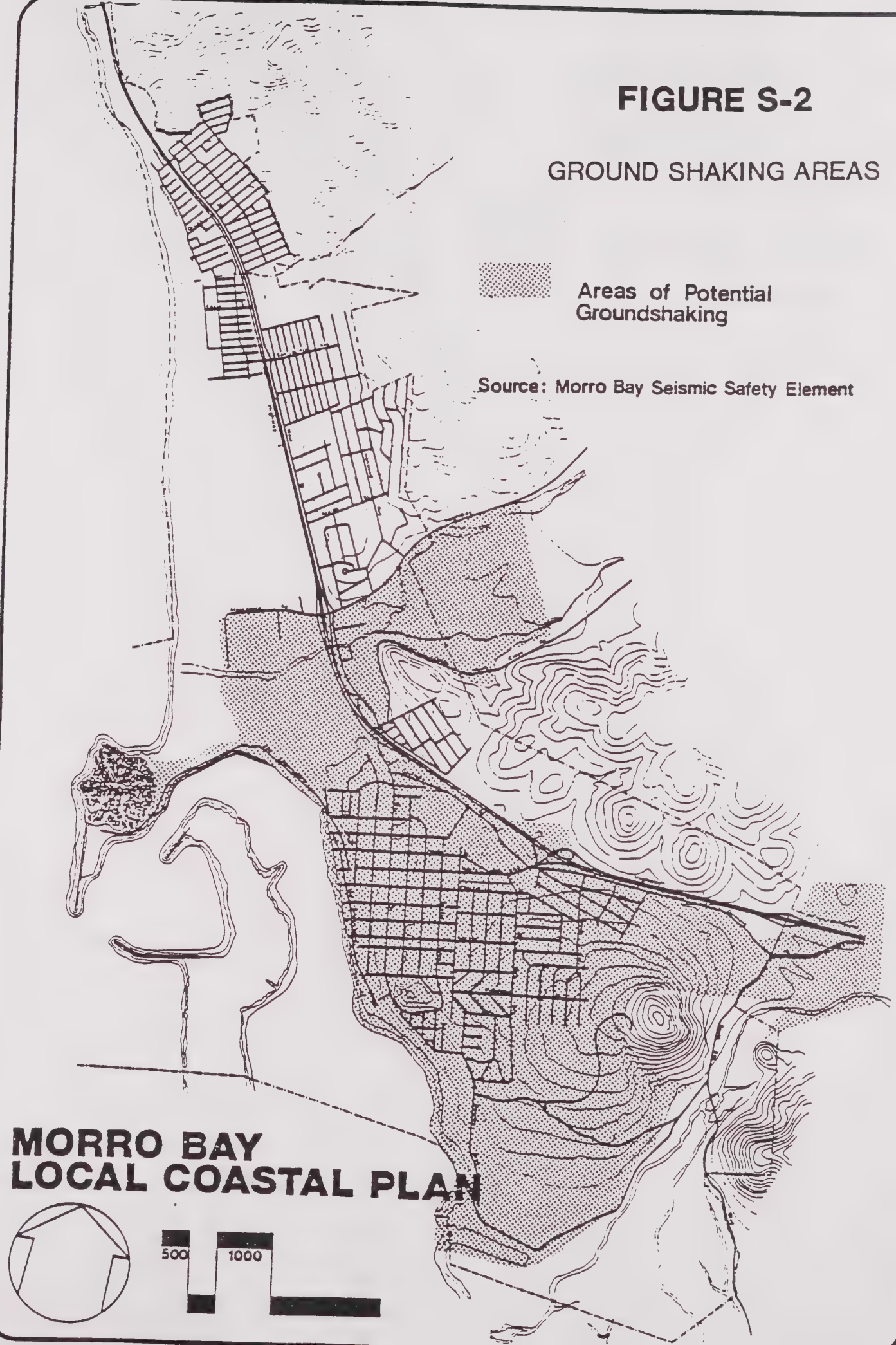
The level of groundshaking is based on the distance from the earthquake and the geologic strata underlying the City. As shown in Figure S-2, those portions of the community underlaid by dune sand or alluvium may expect the





**FIGURE S-2**

**GROUND SHAKING AREAS**

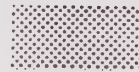






# FIGURE S-4

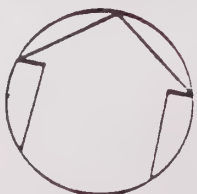
## LANDSLIDE RISK



High Landslide Risk Rating

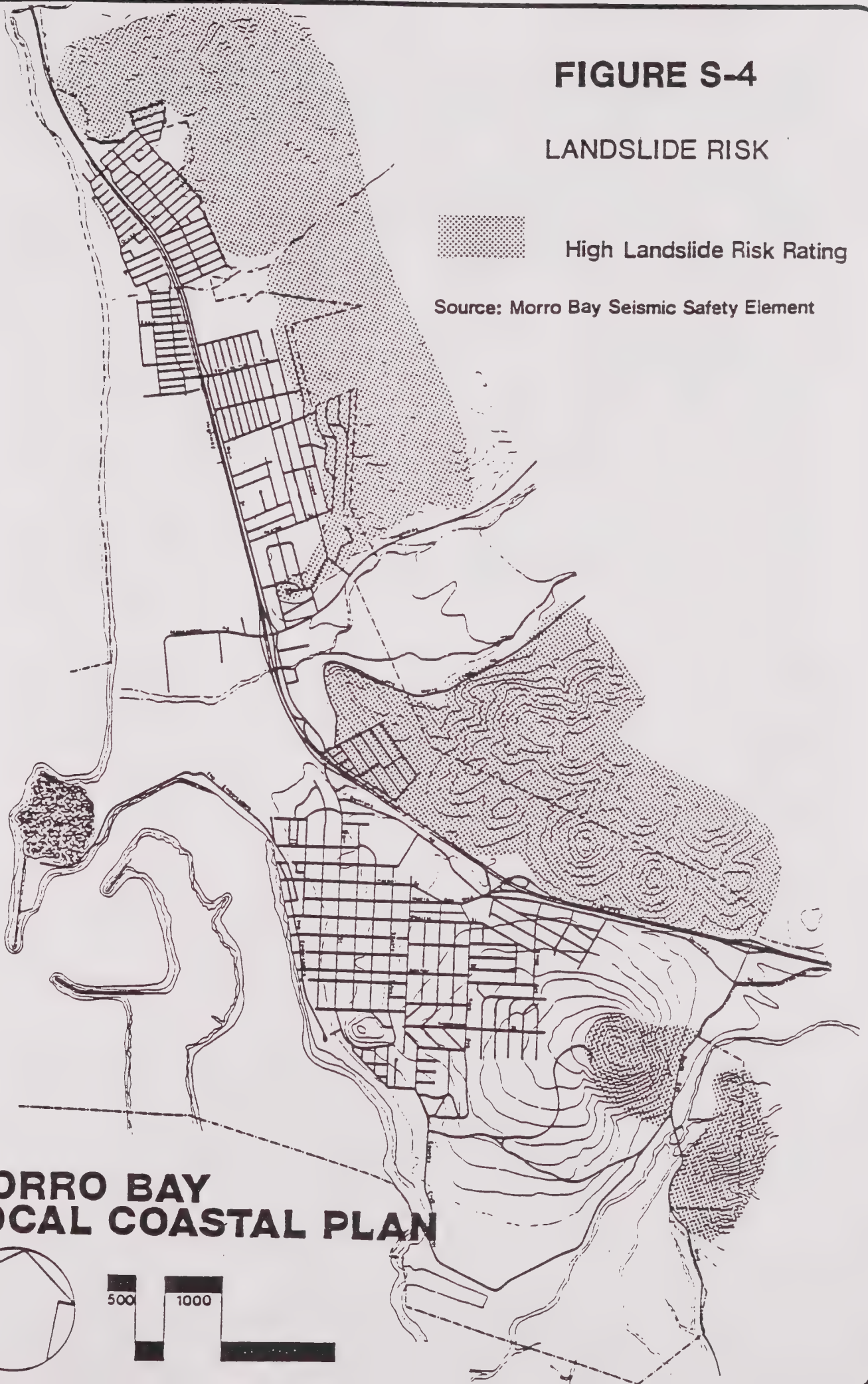
Source: Morro Bay Seismic Safety Element

## MORRO BAY LOCAL COASTAL PLAN



500

1000





a. Fire Hazards:

1. Wildland Fire Hazards: Fires in wildland areas can destroy both vegetation and wildlife as well as threaten urban areas located on the fringe of the wildland areas. (New)

Fires in wildland areas can also have serious impacts on downstream development and water supplies. When vegetation is burned off, erosion becomes a critical problem, especially during the rainy season. Consequently, mudslides and landslides could threaten downhill development. (LCP modified 179)

It is also important that fires be prevented in hillside areas since the foothills are of major importance in protecting the watershed. The vegetation in these areas slow down overland flow which reduces erosion and allows greater groundwater recharge. Otherwise, the water is lost as runoff to the ocean and may greatly contribute to erosion, sedimentation and flooding downstream.

Wildland fires have not historically been a serious problem in the Morro Bay region due to a relatively low use of the hillside areas. Nevertheless, proper management of watershed areas is necessary to protect downstream land uses. (LCP 179)

2. Urban Fire Hazards: Principal urban fire hazards confronting the City of Morro Bay are: (1) inadequate water supplies in northern sections of the City, (2) poor access in and around the waterfront, especially during the tourist season, (3) response problems associated with operation from one fire station, and (4) the presence of the P.G.&E. power plant and supporting tank facilities. In addition, the jet fuel storage facility located in north Morro Bay may also pose some potential for urban fire hazard. (S modified)

b. Flood Hazards: The HUD Federal Flood Insurance Program established areas of Morro Bay which may be subject to those flooding caused by a 100-year storm. A map of flood prone areas and the model ordinance were prepared and were only recently adopted by the City. The findings of the flood study and mapping concluded that the City suffered from a variety of flooding problems:

1. The lower Morro Creek and Chorro Creek Valleys, now undeveloped, are areas subject to 100-year flood inundation. Flooding of Chorro Creek frequently impacts Twin Bridges on South Bay Boulevard. Emergency response between Morro Bay and Los Osos is restricted during flooding of twin bridges. Recent Army Corp of Engineers studies have resulted in updated flood maps for Morro Bay. (LCP modified 169)





1. Major Faults: The city of Morro Bay is located in a seismically active area.

The states of activity of the major faults effecting Morro Bay have been evaluated using available detailed mapping supplemented by local field examinations and aerial photo study. The evaluation has been made in the context of definitions and procedures established for the Alquist-Priolo Act.

The San Andreas fault is active, and is expected to be the source of a magnitude 8.0 - 8.5 earthquake in the near future. This earthquake would be accompanied by strong ground shaking for one minute or more in Morro Bay that could cause significant damage to older structures. (SS modified)

The Nacimientto fault is seismically active. Data is inadequate to determine the potential for future ground rupture. (SS)

The Rinconada fault is seismically active, but probably not the site of ground rupture in the near future. Data is inconclusive on the latter point, and additional studies would be advisable. (SS modified)

The Hosgri fault is seismically active. Recent studies indicate a possible earthquake of 7.6 magnitude. Additional study of the potential impact of an earthquake caused by the Hosgri fault is necessary.

The San Juan, La Panza, West Huasna, Edna, Indian Knob, San Miguelito, and Edna extended(?) faults are probably inactive. (SS modified)

No active or potentially active faults are known to be present within or adjacent to the City of Morro Bay. (SS modified)

Surface rupture resulting from fault movement is not considered a problem within the city. The city of Morro Bay is located in zone 1 (Plate 1; and Plates 1A & 2A from County Technical Report) based upon analysis for the County Seismic Safety Element. (SS)

2. Groundshaking: The primary source of strong ground shaking in Morro Bay is expected to be the San Andreas fault which is located 41 miles east of Morro Bay at its closest point. An earthquake of Richter magnitude 8.0 to 8.5 is expected in the near future. Safety and communication systems could be adversely affected. The Nacimientto fault is considered a secondary source of strong ground shaking, but would have negligible effect on Morro Bay. Shaking from





Further, the study divided Zone F into five subzones based on percent slope, landslide evidence other geological hazards and soil types. The five subzones are given generally as follows:

Sub-Zone 1: Those land areas having slopes less than ten percent, free of landslides and other significant geological hazards and having soil types which are considered only moderately expansive and of low plasticity.

Sub-Zone 1C: Same as Subzone 1 with soil types which are considered expansive to highly expansive.

Sub-Zone 2A: Those land areas having slopes of 10 percent to 30 percent, free of landslides and other significant geological hazards which exhibit soil types which are either of volcanic or sandstone origin and exhibit low expansion and plasticity.

Sub-Zone 2C: Those land areas having slopes of 10 percent to 30 percent, free of landslides and other obvious geological hazards which exhibit soils of high plasticity, medium to high expansion characteristics and moderate to low shear strength when wet.

Sub-Zone 3: Those land areas having landslides, adverse water conditions, unstable soils, slopes greater than 30 percent or other apparent geological hazards.

With the exception of Sub-Zone 3, minimum foundation standards have been set for subdivided parcels on a parcel-by-parcel basis. For Sub-Zone 3, a detailed soils and geological report must be provided which identifies the hazards and provides for mitigating measures to assure a stable foundation. The report is required to be prepared by a licensed geologist or Certified Engineering Geologist. In addition, any subdivided lots so designated as having fill also must have a soils report prepared by a Registered Engineer verifying the condition of the fill and the stability of the lot. (LCP modifying)

Note: The subzone maps and the Central Coast Laboratory reports are available from the City Community Development Department. Because of their scale, the maps cannot be reproduced in this document. (LCP 177)

d. Erosion: The community is concerned with the grading of roads on hillsides immediately adjacent to the City. This grading creates scenic impacts, increases erosion and may destabilize existing landslides, posing a threat to downslope development.



The Coastal Act requires bluff-top development to be sited and designed to assure structural stability while minimizing alteration of natural land forms. Since the bluff line along Beachcomber Drive is in Atascadero State Beach, the State Department of Parks and Recreation should ensure new development will not alter the existing topography nor contribute to bluff erosion. Special attention should also be paid to access trails down the bluff face to the beach so they do not contribute to bluff erosion. These measures may include revegetation, posting or development of stairways. The City shall also ensure runoff from the road does not add to the erosion. Although the bluff line along Beachcomber Drive is within the jurisdiction of State Parks and Recreation, the City will have the responsibility to review and approve all development proposed by State Parks upon LCP certification. Appropriate policies must be included to guide State Parks and other development consistent with the Coastal Act.

Because most of the existing bluff top fronting the Tidelands Park and Embarcadero has been developed and the visual character which this bluff brings to the waterfront area has been established, setbacks will be based on the site specific standards necessary to ensure structural stability. Alteration of the bluff face and the slope stabilizing vegetation will not be allowed.

However, for commercial development in the Embarcadero that will serve as a connecting link between the waterfront and downtown, development that steps down the bluff face may occur. This must be accomplished without major alteration to the bluff face, though retaining walls may be used. (LCP 179)

f. Radiation Hazards: Since the technical analysis of radiation hazards contained in Volume II of the Safety Element is a general background statement on radiation and nuclear power plants, no major conclusions specific to Morro Bay are provided. It is assumed that an accidental release of harmful levels of radiation is possible. Planning for such an accident is prudent and necessary for public safety. (S modified 1.8)

g. Emergency Preparedness: The San Luis Obispo County and Cities peacetime emergency organizations rely heavily on the concept of mutual aid for responding to major disasters. While the basic planning framework and emergency inventories should be adequate for most disasters, they may prove insufficient when confronted with a major earthquake, widespread flooding, or a large fire.

Mutual aid in San Luis Obispo County provides economical emergency services, but is less than optimally efficient, particularly in the fire-fighting organizations in the County.





occasions, as in January and February, 1969, a storm of large magnitude passes over the region and results in a dangerous flood. A way of summarizing this idea with respect to an earthquake is that the longer it waits, the bigger it will be.

The magnitude-frequency concept is involved in the decisions regarding acceptable risk in that the community must judge what magnitude event should be planned for. That judgment is based on the frequency or recurrence interval of the hazardous event. A description of the magnitude and other characteristics of the event are developed through a technical analysis. This information allows planners and engineers to develop loss-reduction measures and to design structures to provide protection up to the level of acceptable risk. In this sense, the magnitude earthquake or flood used in defining acceptable risk may be thought of as a "design earthquake" or "design flood".

The determination of acceptable risk from hazardous events also involves differentiating among man-made structures according to their potential effect on the loss of life and their importance in terms of emergency response and continued community functioning. In the hours immediately following the 1971 San Fernando earthquake in Southern California, emergency services were impaired by damage to police and fire stations, communication networks and utility lines. A number of major hospitals in the area were seriously damaged and were unable to continue functioning at the time they were needed most. These facilities and others are vital to the community's ability to respond to a major disaster and to minimize loss of life and property. The experience in San Fernando emphasizes the need to provide these "critical facilities" a higher level of protection from natural hazards than non-critical structures. Determining which facilities should be considered critical is best accomplished on a jurisdiction-by-jurisdiction basis. This Safety Element for the City of Morro Bay contains a recommended list of critical facilities based on potential effects on loss of life and importance to continued community functioning. The list from the County Element is reproduced here as Table 5.1.11. Morro Bay's list may vary from this.

By considering both the natural event and the type of land use or facility, a planning framework for making risk decisions can be established. Table S-\* provides a summary of criteria used in the recommended policies of the next section. (S modified 1.10)





TABLE S-2  
SUMMARY OF RISK CRITERIA

Hazard <sup>1</sup>	Hazard Criteria
Wildland Fire	Risk categories: Extreme, High, Moderate Low, Nil
Urban Fire	Generalized categories not recommended: building-by-building evaluations necessary.
Natural Flooding	100-year floodplain.
Dam Inundation	Office of Emergency Services; Dam inundation maps.
Seismic/Geologic Hazards	See following discussion.

<sup>1</sup>Risk evaluations for radiation hazards are beyond the scope of this Element. (S modified)



The use of non-combustible roofing materials for structures located near or adjacent to fire prone open areas would reduce the possibilities of structural fires. Also, the use of fire buffers could protect structures near open lands. In particular, fire "greenbreaks" could be provided around structures adjacent to natural open spaces.

The fire fighting capabilities of the City and County Fire Departments is dependent upon the availability of public funds. (New)

2. Flood Hazard Mitigation: Flooding regulations are strictly regulated by the criteria established by the Federal Department of Housing and Urban Development (HUD). The City's residents cannot receive Federal Flood Insurance unless the City has adopted regulations which meet the HUD criteria for areas subject to a 100-year flood. (New)

3. Earthquake Mitigation: In as much as earthquakes cannot be effectively predicted, preparedness is the prime planning tool to reduce injuries and damages. Structures should be constructed to withstand expected ground motion. Critical structures such as hospitals, police and fire department buildings shall be designed so that they can continue functioning during and after the largest anticipated shaking. Other non-critical structures such as stores and homes shall be designed so that they do not injure occupants in the event of an earthquake.

As with other potential wide-spread disasters, emergency preparedness of both safety agencies and the public is paramount in the event of a major earthquake. The County now has an emergency center which is intended to provide emergency coordination and information in the event of a disaster, whether it involves an earthquake, a fire, a flood or a nuclear radiation release.

The public should be prepared to react quickly in the event of a disaster. The following measures are only a few of the many that are available. Individuals should contact the County Office of Emergency Services. Education of the public is the key to successful actions. The citizens of Morro Bay should follow basic measures of preparedness:

- a. Have a portable radio in order to tune to an Emergency Broadcast System radio station for instructions.
- b. Have flashlights, first aid kits, water, food for several days' meals, wrenches to turn off water and gas, and other emergency provisions.





## C. OBJECTIVES, POLICIES AND PROGRAMS

### OBJECTIVES:

1. To minimize injury and loss of life.
2. To minimize damage to public and private property.
3. To minimize social and economic dislocations resulting from injuries, loss of life, and property damage. (S)
4. To insure the continuity of vital services and functions. (SS 1.16)

### POLICIES AND PROGRAMS:

POLICY S-1: To the extent feasible, the City will ensure that development within the City's jurisdiction is designed to withstand natural and man-made hazards to acceptable levels of risk. (S modified 1.28)

Program S-1.1 The City's building regulations should be reviewed and revised, if necessary, to incorporate new minimum safety requirements regarding seismic resistance, flood proofing, fire proofing, erosion control and protection against radiation hazards. (S modified 1.28)

Program S-1.2: All new construction in the City should, as a minimum, be built according to the most recent safety requirements in the Building Code. (S 1.29)

Program S-1.3: All new public facilities intended to reduce risk from natural or man-made hazards (e.g. flood control projects, fire breaks) should use the planning and technical criteria presented in the Safety Element technical section as basic guidelines. (S modified 1.29)

Program S-1.4: All new development located within areas subject to natural hazards from geologic, flood and fire conditions, shall be located so as to minimize risks to life and property. (LCP 180)

Program S-1.5: All new development shall ensure structural stability while not creating nor contributing to erosion or geologic instability or destruction of the site or surrounding area. (LCP 180)

POLICY S-2: The City should identify and evaluate existing structural hazards, and abate those hazards to acceptable levels of risk where feasible. (S modified 1.28)





Program S-3.1: Development should not be permitted to locate in medium wildland fire hazard areas without an investigation of the development's vulnerability to fire and its potential as a source of ignition. Wood frame and other combustible structures, and untreated wood shake roofs, should be prohibited in areas of high fire hazard. Fire greenbreaks should be provided between structures and wildland areas. (S modified 1.29)

Program S-3.2: To improve fire response capabilities in the City, a detailed study of fire flow deficiencies in the City's northern portion should be conducted and recommendations made to increase fire flows to acceptable standards. The City should also consider development of an additional fire station. (S 1.30)

Program S-3.3: Installation of smoke detectors in residences within the City will be required. (S modified 1.31)

Program S-3.4: To improve overall fire protection in the City and County, the City should, as a member of the Area Planning Council, consider reorganization of all fire defense agencies in the County into a single, consolidated fire department. As a minimum, fire departments should be consolidated on a regional basis. Such a consolidated department should act to relieve the California Division of Forestry of fighting structural fires, particularly during the summer months. (S modified 1.30)

Program S-3.5: Education programs in lower grades should be initiated using displays and demonstrations that would educate younger children to the nature and strength of fire. (S modified 1.31)

Program S-3.6: The City may support or sponsor exhibits and presentations in secondary schools which demonstrate the more involved aspects of fire dynamics, i.e., major contributing factors to fire hazard and the relationship of fire to the natural ecology. Encourage parental cooperation and assistance in overall fire education programs. (S modified 1.31)

POLICY S-4: New development should be protected from potential flooding. (New)

Program S-4.1: All development, including construction, excavation and grading, except for flood control projects and agricultural uses shall be prohibited in the 100-year floodplain areas unless off-setting improvements in accordance with the HUD regulations are required.



Program S-5.4: Emergency communication centers, fire stations, and other emergency service facilities should be examined as to their earthquake resistant capacities. If found below acceptable standards, a program to mitigate potential hazards should be immediately established. (SS)

Program S-5.5: All critical facilities constructed prior to 1948 should be reviewed by a structural engineer for potential hazards. Since many of these structures have regional impact, the source of funding for the inspection program ought to be at the regional level. (SS)

Program S-5.6: Establish a priority system of roads, services and other vital needs in the event of an earthquake disaster. (SS)

Program S-5.7: The City should develop an information release program to familiarize the citizens of the region with the Seismic Safety Element. School Districts and agencies related to aged, handicapped and seismically susceptible industries should be encouraged to develop education programs relative to seismic awareness. (SS)

Program S-5.8: As provided in Chapter 70 of the Uniform Building Code, Morro Bay should retain on a full or part-time basis, a qualified engineering geologist to review reports. (SS modified)

POLICY S-6: Development should be prohibited where landslide risk is likely. Development within hillside areas should be designed so that landslide hazards are reduced or eliminated. (New)

Program S-6.1: In those areas of the City designated as Zone F, Subzone 3 and those areas in the City which have been surveyed for soils and landslide risk, and those areas designated by the City as having fill material on the property, (all such affected areas are mapped and the maps are available for viewing in the City Planning Department) a detailed geology and soils report must be provided. The report shall identify the hazards and provide for mitigating measures to assure a stable foundation. This report shall be submitted when an application for a development permit is filed. The geology report shall be prepared by either a registered geologist or a certified engineering geologist. Based on this report, a determination shall be made as to the safety of development in landslide areas. Areas over 20 percent slope, or over 200 feet in elevation, and areas of known landslides or gross instability shall be retained in open space. (LCP modified 181)





Program S-6.2: Plans for development shall minimize cut and fill operations. Plans showing excessive cutting and filling shall be modified or denied if it is determined that the development could be carried out with less alteration of the natural terrain. (LCP 181)

Program S-6.3: All development shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. To accomplish this, structures shall be built to existing natural grade whenever possible. Natural features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited to development because of known soil, geologic, flood, erosion or other hazards shall remain in project open space. (LCP 181)

POLICY S-7: Measures should be instituted to reduce the incidence of erosion. (New)

Program S-7.1: For permitted grading operations on hillsides, the smallest practical areas of land shall be exposed at any one time during development, and the length of exposure shall be kept to the shortest practical amount of time. Grading on slopes steeper than 20 percent shall be prohibited. The clearing of land shall be prohibited during the winter rainy season defined as the period between November 1 and March 30 of each year. Grading permits shall include requirements for sediment catch basins, revegetation within a specified period of time and other slope stabilization measures. All measures for capturing sediments and stabilizing slopes including revegetation shall be in place before the beginning of the rainy season, and shall be implemented in conjunction with the initial grading operations. (LCP 182)

Program S-7.2: Sediment basins (including debris basins, desilting basins, or silt traps) shall be installed on the project site in conjunction with the initial grading operations and maintained through the development process to remove sediment from runoff waters. Sediment basins shall be in place prior to the commencement of the winter rainy season defined in Program S-7.1. All sediment shall be retained on site unless removed to an appropriate dumping location approved by the City consistent with relevant policies of the Coastal Act and the Morro Bay Local Coastal Program. (LCP 182)





(1) Bluff-top setbacks shall be determined from a site-specific geology report prepared by a Registered Engineering Geologist. The report shall set forth recommendations for building setbacks which shall ensure structural stability and integrity without altering bluff land form or necessitating the construction of protective devices such as seawalls for the life of the development (75-100 years). (LCP modified)

(2) The face of the bluff and vegetation or fill material stabilizing the slope shall not be altered. (LCP 183)

Program S-8.2: All new development on bluff tops shall be required to install drainage systems to carry runoff inland to the nearest public street. In areas where the topography prevents such conveyance, because additional filling or grading would create greater adverse environmental or visual impacts, private bluff drainage seaward should be permitted if the drainage system is said to accommodate drainage from adjacent parcels and the system is designed to minimize visual impacts utilizing natural coloring, natural landforms and vegetative planting to hide the system. (LCP 183-84)

Program S-8.3: Development shall not be permitted on the bluff face except for the above drainage systems and for engineered staircases or accessways to provide public beach access and pipelines for scientific research or coastal-dependent industry. To the maximum extent feasible, these structures shall be designed to minimize alteration of the bluff and beach. (LCP 184)

Program S-8.4: In the Embarcadero area between Surf Street and Anchor Streets, development may be stepped down the bluff face. However, the development shall not require the construction of protective devices or retaining walls that would alter natural landforms or impede public access. (LCP 184)

POLICY S-9: The City should be prepared in the event of a major nuclear accident at the Diablo Canyon Nuclear Power Plant. (New)

Program S-9.1: The City should review its Emergency Response Plan to anticipate emergency services which may be required, under mutual aid agreements, in the event of a radiological accident at the Diablo Canyon Nuclear Power Generating Station. (S modified 1.30)

POLICY S-10: The City will review and upgrade the Safety Element on a regular basis. (New S 1.31)

Program 10.1: Upon adoption of the Safety Element, a review committee should be established to oversee the implementation of the Element and to advise the City Council of implementation progress. This committee should be









## VI. NOISE ELEMENT

- A. Authority and Purpose III-1
- B. Existing Conditions and Issues III-2
  - 1. Existing Conditions III-2
  - 2. Issues III-3
    - a. Explanation of Noise Level Scales III-4
    - b. General Effects of Noise III-5
      - 1. Physical Effects of Humans III-5
      - 2. Physical Effects on Domestic Animals and Wildlife III-6
- 3. Physical Effects on Structures III-7
- 4. Psychological Effects on Humans III-7
- 5. Social Effects on Humans III-8
- 6. Economic Effects III-8
  - c. Effects of Noise in Morro Bay III-8
  - d. Noise Control Strategies III-10
  - e. Noise Guidelines III-11
- C. Objectives, Policies and Programs III-13



FIGURE VI  
NOISE ELEMENT  
LIST OF FIGURES

<u>Figure</u>		<u>Page</u>
N1	Typical Noise Level Ranges	5
N2	Land Use Compatibility Guidelines	12

LIST OF TABLES

<u>Table</u>		
N1	Hearing Damage Risk Criteria	6
N2	Summary of Noise Levels Adequate Margin of Safety	9





## VI. - NOISE ELEMENT

### A. AUTHORITY AND PURPOSE

The State of California Government Code requires all cities to prepare and adopt a Noise Element which:

...shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

- (1) Highways and freeways.
- (2) Primary arterials and major local streets.
- (3) Passenger and freight on-line railroad operations and ground rapid transit systems.
- (4) Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operations.
- (5) Local industrial plants, including, but not limited to, railroad classification yards.
- (6) Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.

Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level ( $L_{dn}$ ). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive.

The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.

The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards. (Section 65302[f])

Noise is defined in the dictionary as loud, confused or disturbing sound of any kind. Noise, therefore, is sound that the listener finds objectionable. Since everyone is different,

everyone has a different idea of what constitutes noise. While a loud rock band is music to the ears of a teenager, it may be considered to be obnoxious noise to an elderly person. Each perceives the sound of the rock band in a different way. This Noise Element does not attempt to categorize noise by the type of source or listener bias but instead defines noise as a level of sound energy known as decibels. Noise measurement is described in more detail in the following section. (New)

The Noise Element is intended to serve as Morro Bay's general guide in public and private development matters related to outdoor noise. The basic goal of the Element is to outline a comprehensive plan to achieve and maintain a noise environment that is compatible with a variety of human activities in different land uses. To achieve this goal, the Element provides a quantitative estimate of noise exposures, land use noise standards, and recommended policies for controlling noise. This information is intended for use in conjunction with other adopted policies of the General Plan, particularly those of the Circulation, Land Use, and Housing Elements. (N Modified 1.1)

The second volume of this General Plan contains a Technical Report which describes quantitative estimates of existing and forecasted noise levels in the City of Morro Bay, and documents the methods used in computing noise exposure. (New)

Since noise sources and levels are constantly changing, there should be periodic updates as new conditions evolve. The technical data contained in this document were obtained in 1975 so current conditions may differ due to subsequent increases in traffic and urbanization. However, as no new major point sources have been established and new development has occurred at a very regulated pace (in fact, no new development was permitted between 1977-82), the data from this earlier survey are still useful. (New)

## B. EXISTING CONDITIONS AND ISSUES

### 1. EXISTING CONDITIONS

The existing noise environments in the City of Morro Bay are composed of sounds from many sources. Road and stationary noise sources were evaluated and mapped in 1975. Noise sensitive land uses such as parks, schools, and hospitals were also evaluated to determine if potentially incompatible noise levels impinged on them. The following are summary conclusions regarding the existing noise environment in Morro Bay:

- a. In general, the City of Morro Bay may be considered a relatively quiet environment.
- b. The most significant source of noise in Morro Bay is

road traffic. The most significant stationary source of noise is the PG&E power plant.

- c. Of the roads evaluated in 1975 for noise exposure, Highway 1 and Morro Bay Boulevard were found to be associated with high noise levels.
- d. Lila H. Keiser Park and the Morro Bay Convalescent Home were identified in 1975 as noise sensitive land uses exposed to potentially incompatible noise levels. Site specific acoustic analysis would be necessary to determine the nature and extent of these potential noise problems. The chief sources of the noise impinging on both of these land uses is State Highway 1. (N Modified)

Copies of the noise contour maps prepared in 1976 are available for review at the Community Development Department. Those maps contain contours for 1975 and projected noise contours for the year 1995. (New)

## 2. ISSUES

In planning for noise control, it is necessary to estimate what the future noise environment may be like. Accordingly, noise level forecasts for the year 1995 were included as part of the technical analysis. In general, the future noise environment will be affected by two factors:

- o The expected increase in the number of noise sources (i.e. traffic volumes), and
- o the application of noise control technology to various sources.

It is reasonable to assume that noise control technology will be applied to some noise sources, and that this may help counterbalance the increase in sources, possibly resulting in the same noise levels as currently exist or in decreased noise levels. Even with the application of technology, however, high noise levels are expected to persist in some areas of the City, particularly near Highway One. Thus, land use regulations are necessary components of successful noise control strategies. Summary conclusions regarding the expected future noise environment are as follows:

- o Forecasts of road traffic noise assume that noise control technology will be applied, and that this may counteract the expected increase in road traffic in some, but not all, cases. Thus road traffic noise is projected to remain about the same in 1995 on most roads.



- o The principal stationary noise source, the PG&E power plant, is expected to continue to emit existing noise levels. (N Modified)

a. Explanation of Noise Level Scales: The existing and forecasted noise levels in Morro Bay are presented in the Volume 2 Technical Report, both in graphic form on the Noise Contours Maps and in tabular form. These noise levels are expressed in A-weighted decibels in terms of Day-Night Noise Levels (abbreviated  $L_{dn}$ ). Detailed explanations of  $L_{dn}$  noise levels and the methods used to compute them are presented in the Technical Report. The following brief discussion is intended to provide a basic understanding of the terms to facilitate use of the Noise Contours Maps. The Technical Report also provides a glossary with additional discussion of some of the more technical language. (N Modified)

Common noises experienced by each of us daily may range from a whisper to a locomotive train passing by. The range of sound energy represented by these two events is so large that it cannot be represented mathematically without using numbers in the millions and billions. To avoid this inconvenience, sound levels have been compressed in a standard logarithmic scale called the decibel (dB) scale. The reference level for the scale, 0 dB, is not the absence of sound, but the weakest sound a person with very good hearing can detect in a quiet place. The most important feature of the decibel scale is its logarithmic nature. An increase from 0 to 10 dB represents a tenfold increase in sound energy, but an increase from 10 to 20 dB represents a hundred fold increase over 0 dB, and a level of 30 dB represents a thousand fold increase over 0 dB. (N)

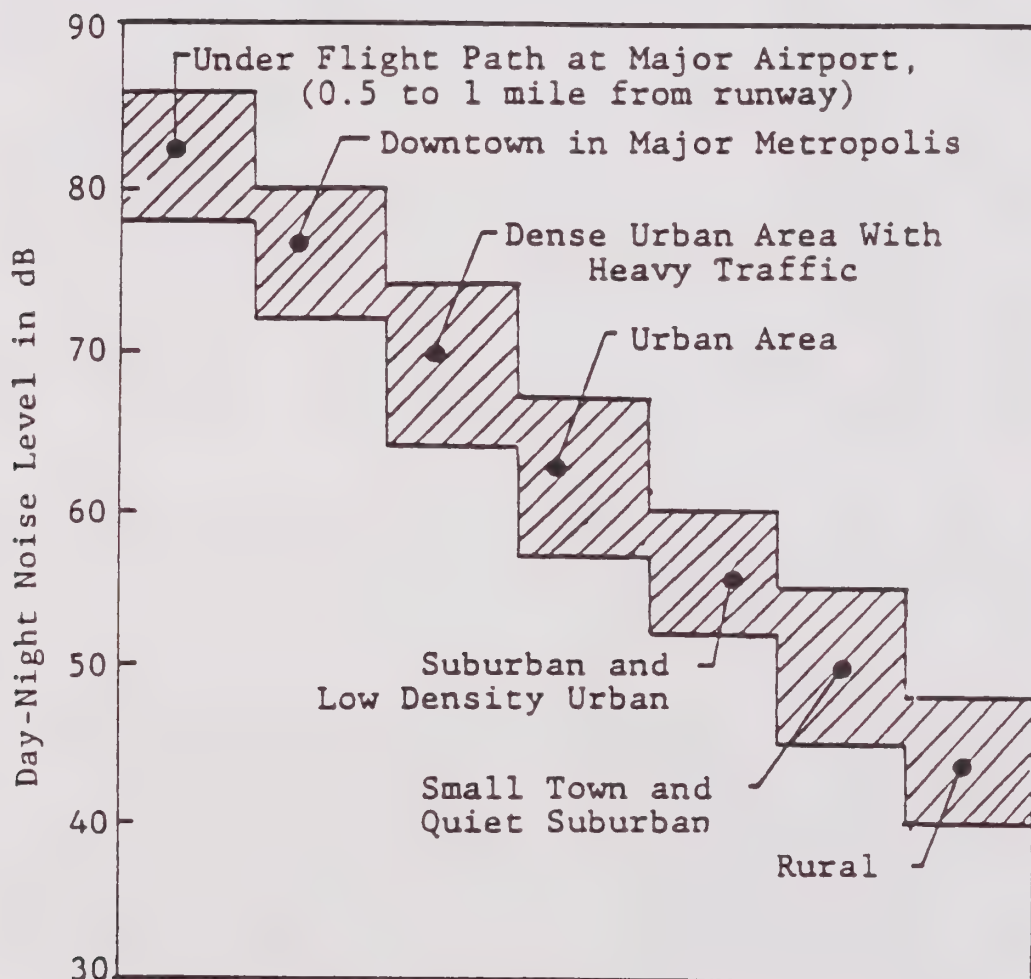
The average range of sounds that we are commonly exposed to generally fall in the 30 to 100 dB range. However, not all sound waves affect us equally. The human ear is more sensitive to high pitch sounds, such as a whistle, than it is to low pitch sounds, such as a drumbeat. (N)

To account for this effect in noise measurements, it is necessary to use an electronic filter in sound level meters which acts as the equivalent of the human ear in filtering out some of the lower frequencies of sound. This filter is called the A-scale weighting network, and is abbreviated by the A in the notation dBA. (N)

A-scale decibel measurements can be taken at any time in the community to record the sound levels of various noise sources. However, to develop an indicator of varying sound levels occurring over the 24-hour day, it is necessary to average the sound occurring at each moment throughout the day. The Day-Night Noise Level is the result of this procedure, and gives a general, single-number index of noise exposure over an average 24-hour day. In computing the  $L_{dn}$  levels, it is also necessary to apply

## FIGURE N-1

### TYPICAL $L_{dn}$ NI NOISE LEVEL RANGES



Source: Bolt, Beranek and Newman, Inc., 1974.

a weighting to noise that occurs at night to account for the greater sensitivity that people have to noise at night.  $L_{dn}$  noise levels can be developed for road traffic, as well as for rail and air traffic for which the measure has been used traditionally. As examples of typical  $L_{dn}$  noise level ranges, Figure N-1 gives ranges of  $L_{dn}$  decibel exposures ranging from quiet rural areas to an area under the flight path of a major airport. (N)

b. General Effects of Noise: The effects of noise may be thought of as falling into four categories: physical, psychological, social, and economic. The lines between the categories are not established; there is much overlap. As research in acoustics and human response to sound progresses, the effects of noise may be more completely defined. This discussion is intended to be a brief summary of existing information. (N Modified)

1. Physical Effects on Humans: The most serious physical effect of noise is damage to hearing, the most tragic of which is a permanent shift in the hearing threshold (termed "permanent threshold shift" or PTS). Once the cells of the inner ear are damaged, there is no known way to repair them. The cells do not regenerate. To persons intermittently exposed to high noise levels, the hearing threshold may be shifted temporarily (termed "temporary threshold shift" or TTS). Most of us have experienced TTS at some time, for example, when a firecracker explodes or a loud, sharp noise occurs nearby. For awhile, we cannot hear sounds at lower intensities. While the ear eventually recovers from this kind of damage, TTS can be a significant problem to persons frequently exposed to noise. (N)

Community noise, particularly in a quiet town like Morro Bay, is usually not intense enough to affect hearing. Table N-1 is a summary of the noise level criteria, based on hearing loss, established by the Walsh-Healey Public Contracts Act of 1969 and the Occupational Safety and Health Act of 1970 (OSHA). These criteria are intended to regulate noise levels in industrial settings where people are exposed on a daily basis over a lifetime. To experience the 90 dBA criterion from road traffic, a person would have to stand 10 to 20 feet from a highway carrying about 1,000 trucks per hour. To meet the OSHA criteria, the person would have to remain there 8 hours a day for a period of at least several years. Such a situation is highly improbable (even with the expected 5 dBA reduction in the OSHA criteria) and indicates that few people in Morro Bay, with the possible exception of employees working within the PG&E power plant, are exposed to noise that can significantly damage hearing. (N Modified)

Besides the physical effect on our hearing, noise can induce a number of other physiological reactions. In fact,



environmental or community noise is of concern not so much because of its effects on hearing, but because of its non-auditory effects. Perhaps the most important effects of community noise are its effects related to stress. Noise is one of the principal urban stresses experienced daily by people. The body interprets noise as a form of stress and reacts accordingly. Most of the responses are automatically produced by the involuntary nervous system. Reactions to noise are similar to reactions to emotional states such as fear or anger. Some of the responses are (1) an increase in blood pressure, (2) an increase in heart rate, (3) increase in blood cholesterol, (4) increase in hormone levels by endocrine glands, (5) changes in the rate of acid secretion by the stomach, (6) increase in sweat gland activity, and (7) increase in respiration. These responses can lead to increases in heart disease, ulcers, tension, hyper-tension, and allergic reactions. Noise can also contribute to headaches and fatigue. (N Modified)

TABLE N-1 HEARING DAMAGE RISK CRITERIA

DURATION PER DAY HOURS	SOUND LEVEL dBA
8	90
6	92
4	95
3	97
2	100
1 1/2	102
1	105
1/2	110
1/4 or less	115

Source: Walsh-Healey Public Contracts Act of 1969

2. Physical Effects on Domestic Animals and Wildlife: Noise affects animal behavior in ways similar to human behavior. Little research has been done in this field, especially on wild animals, but there are strong indications that unfamiliar noises can disrupt population dynamics and individual growth behavior. For example, a single startle can stop the brooding cycle of wild game birds. Continuous noise can mask predator-prey signals inducing huddling, panic, or migration.

Animal ears are subject to similar kinds of physical damage as human ears. Loss of hearing because of noise exposure has been documented in a number of laboratory cases with a variety of species. Animals also react to noise as stress which produces neural and hormonal changes affecting



urinary, adrenal, and reproductive functions. (N)

In the sensitive wild life habitat areas of Morro Bay, these effects can significantly alter the "natural balance" between various species and between species and their environment. An animal which depends on hearing to locate prey, for example, could starve if its auditory function was impaired. Mating signals could be interfered with, and distress signals may be masked by background noise. All of these effects can lead to increased mortality rates. However, some animals demonstrate an ability to adapt to a noise over time if it is learned that the noise is not associated with direct harm. (N Modified)

3. Physical Effects on Structures: Noise also affects the non-living physical environment in the City. The example of high pitched sound resonating and shattering glass is common. Structural damage by noise is usually moderate, however, even in sonic booms. Glass and plastic are generally the materials most susceptible to damage by noise. Others include base coats of paint, finish coats, stucco, wall-boards, interior tiles, brick, concrete blocks, and organic adhesives. Temporary vibrations may be induced in various kinds of structures, particularly buildings, by noise as well. Structural response to sound is highly variable, however, and most damage is usually concentrated in secondary structures such as glass or plaster. (N)

4. Psychological Effects on Humans: It is difficult to distinguish between physical and psychological effects of noise. Many of the behavioral responses to noise are rooted in the involuntary physiological reactions. The two most serious psychological effects of noise are interference with sleep and speech. Data on interference with sleep shows that this response is more subjective than interference with speech, but generally noise levels will begin to interrupt or impair sleep in the 40 to 45 dBA range. Loss of sleep is known to impair a person's ability to carry on normal daily tasks, especially those requiring short term memory or high speed processing of information. Severe deprivation of sleep can create irascibility and mental disorganization causing dreaming while awake, hallucinations, and other behavior bordering on temporary mental illness. Noise tends to act on the body when it is asleep in the same manner as it does when the person is awake. The ear does not mask noise during sleep. Thus, it is important to remember that noise can disturb the rest of sleeping persons whether they awaken or are aware of the noise or not.

Interference with speech depends, of course, not only the noise levels but also on how far the people are from each other, the level of their voices and other parameters. The understandable reception of voice sounds in ordinary conversation is usually interfered with at the level of 50

to 60 dBA. The social costs of interference with speech can be significant and are discussed below. The behavioral impacts of speech interference include impairment of leisure activities needed for stable human behavior, and irritability when conversations must stop until the noise decreases. Noise also interferes with concentration and the ability to perform tasks. (N)

5. Social Effects on Humans: The reactions of groups and communities to noise are similar to the reactions of individuals. It is clear that noise interferes with social processes. Its foremost effect is to disrupt the ability of people to communicate with one another. Communication by sound is vital to almost all human social behavior, and its impairment should not be underestimated. (N)

6. Economic Effects: One of the more prevalent economic effects of noise of concern to Morro Bay is the possible reduction of residential property values near the source of noise. This document does not examine specific property values in Morro Bay. Therefore, the actual extent of noise on property values is unknown. Economic costs of noise are among the most difficult to calculate, however, because they are associated with the psychological states of stress discussed above. The effects of these states have yet to be adequately quantified by economists. (N) modified

c. Effects of Noise in Morro Bay: Standards for the protection of health and welfare have been published by the federal Environmental Protection Agency, and these criteria can be compared to the noise levels quantified in this Element to draw some general conclusions about the effects of noise in Morro Bay. (N Modified)

The basic criteria are given in Table N-2, and utilize the Sound Equivalent Level ( $L_{eq}$ ) and Day-Night Noise Level ( $L_{dn}$ ). The  $L_{eq}$  is the basis for the  $L_{dn}$  noise level, but does not include a weighting for nighttime noise. (N)

Judging by these criteria and the noise levels quantified in the Technical Report, most of the City of Morro Bay is free significant effects of noise. Near the major roads, however, these criteria indicate that certain activities may be affected (e.g. sleep, speech) and that stress can be expected. As noted in a previous section, it is unlikely that any resident's hearing is threatened from usual noises generated in Morro Bay. (N Modified)

TABLE N-2

SUMMARY OF NOISE LEVELS IDENTIFIED AS REQUISITE  
TO PROTECT PUBLIC HEALTH AND WELFARE WITH AN  
ADEQUATE MARGIN OF SAFETY

(Source: U.S. Environmental Protection Agency, 1974)

EFFECT	LEVEL	AREA
Hearing Loss	$L_{eq} (24) < 70 \text{ dB}$	All Areas
Outdoor activity interference and annoyance	$L_{dn} < 55 \text{ dB}$	Outdoors in residential areas and farms and other outdoor areas where people spend widely varying amounts of time and other places in which quiet is a basis for use.
	$L_{eq} (24) < 55 \text{ dB}$	Outdoor areas where people spend limited amounts of time, such as schoolyards, playgrounds, etc.
Indoor activity interference and annoyance	$L_{dn} < 45 \text{ dB}$	Indoor residential areas.
	$L_{eq} (24) < 45 \text{ dB}$	Other indoor areas with human activities such as schools, etc.

Explanation

$L_{eq} (24)$  - Equivalent A-weighted Sound Level over a 24-hour period.

$L_{dn}$  - Day-Night average sound level - the 24-hour A-weighted Equivalent Sound Level, with a 10 decibel penalty applied to nighttime levels.

dB - decibels.



d. Noise Control Strategies: Any action to control noise will work on either the source of the noise, its transmission path, the receiver of the noise or any combination of these. Source controls are primarily the responsibility of the federal government, and to a lesser degree, the state government. Control of the reception of noise, however, has its roots in local government's traditional authority over land use control. (N Modified)

The basic goal of this Element is to achieve and maintain a noise environment that is compatible with a variety of human activities. This clearly calls for cooperation among all levels of government. Source controls are the most effective means of reducing noise, but there are limits to what can be accomplished through technology alone. A need for land use controls, coupled with source controls, will probably be necessary for overall noise reduction in many cities for the foreseeable future. (N)

The purpose of the Noise Element is to outline some of the noise reduction alternatives that are available for implementation by the City of Morro Bay. These various strategies form the basic planning framework for the recommended policies and programs in the next section. (N Modified)

There are various approaches to attain noise control:

1. The City can require buffers such as solid masonry walls and earth berms between noise sources and noise sensitive uses.
2. The City can require that noise sensitive uses are separated from noise producers.
3. The City can require noise attenuation in new stationary uses.
4. The City can require noise attenuation in noise sensitive uses where they are exposed to noise sources (such as noise insulation). (New)

It sometimes is necessary to use the local government police powers of zoning and planning to ensure that the public is protected from excessive noise. The basic approach is the exclusion of noise sensitive land uses from areas of high noise levels. If development is permitted in noise-impacted areas, zoning performance and development standards can regulate the details of the development such as building height, buffer areas, and noise barrier construction. Building codes may be enforced under this approach as well to limit the transmission of sound into and out of buildings. (N Modified)

Which of these approaches is used, depends in large measure



on the severity of the noise problem. The Technical Report of this Element concludes that, for the most part, the City of Morro Bay is free from excessive noise levels except in close proximity to certain major sources such as Highway 1, Main Street, Morro Bay Boulevard and the PG&E power plant. It is likely, then, that Morro Bay can rely on zoning and planning to prevent major noise problems from occurring near these sources. (N Modified)

These strategies deal primarily with reducing future noise problems rather than existing ones. Where a noise problem already exists, one or more of five solutions are available: (1) the noise can be reduced at the source, (2) the noise can be blocked by an insulating barrier, (3) the source can be removed from people and other receivers, (4) the receiver can be removed from the source, or (5) the time exposure to the noise can be minimized. As is true with most environmental hazards, preventing or reducing the cost of the future hazard is easier and less expensive than resolving existing problems. Special ordinances can be adopted, however, which set noise limits by land use zones, and which require compliance by existing developments. (N Modified)

e. Noise Guidelines: The following figure describes the general standards of acceptable noise levels for each type of land use. These standards should be used to identify potential noise problem areas. (New).

#### CLEARLY ACCEPTABLE:

The noise exposure is such that the activities associated with the land use may be carried out with essentially no interference. (Residential areas: both indoor and outdoor noise environments are pleasant.)

#### NORMALLY ACCEPTABLE:


















The noise exposure is great enough to be of some concern, but common constructions will make the indoor environment acceptable, even for sleeping quarters. (Residential areas: the outdoor environment will be reasonably pleasant for recreation and play at the quiet end and will be tolerable at the noisy end.)

#### NORMALLY UNACCEPTABLE:

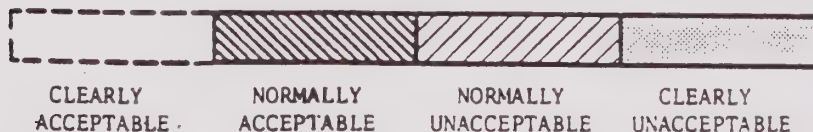
The noise exposure is significantly more severe so that unusual and costly building constructions are necessary to ensure adequate performance of activities. (Residential areas: barriers must be erected between the site and prominent noise sources to make the outdoor environment tolerable.)

# FIGURE N-2

## LAND USE COMPATIBILITY GUIDELINES

LAND USE CATEGORY	Maximum Interior Exposure, Ldn*	LAND USE INTERPRETATION FOR Ldn VALUE			
		55	65	75	85
Residential - Single Family, Duplex, Mobile Homes	45				
Residential - Multiple Family, Dormitories, etc.	45				
Transient Lodging	45				
School Classrooms, Libraries, Churches	45				
Hospitals, Nursing Homes	45				
Auditoriums, Concert Halls, Music Shells	35				
Sports Arenas, Outdoor Spectator Sports					
Playgrounds, Neighborhood Parks					
Golf Courses, Riding Stables, Water Rec., Cemeteries					
Office Buildings, Personal, Business and Professional	50				
Commercial - Retail, Movie Theaters, Restaurants	50				
Commercial - Wholesale, Some Retail, Ind., Mfg., Util.					
Manufacturing, Communications (Noise Sensitive)					
Livestock Farming, Animal Breeding					
Agriculture (except Livestock), Mining, Fishing					
Public Right-of-Way					
Extensive Natural Recreation Areas					

\*Due to exterior sources  
(Source: Bolt, Beranek, and Newman, Inc., 1974)



## CLEARLY UNACCEPTABLE:

The noise exposure at the site is so severe that construction costs to make the indoor environment acceptable for performance of activities would be prohibitive. (Residential areas: the outdoor environment would be intolerable for normal residential use.) (N)

### C. OBJECTIVES, POLICIES AND PROGRAMS

OBJECTIVE: To ensure that its residents are free from excessive noise and abusive sounds. Primary emphasis should be placed on protecting the general public from noise levels which may be hazardous to hearing. Secondary emphasis should be the minimization of noise-induced stress, annoyance, and activity interference. (N Modified 1.28)

POLICY N-1: The City will establish land use noise compatibility standards for general planning and zoning purposes.

Program N-1.1: The City shall use the noise compatibility standards provided in Figure N-2 for identifying potential noise problem areas, and in reviewing environmental impact documents.

Program N-1.2: The City will develop an ordinance setting specific noise limits for various land uses. (N Modified 1.28)

POLICY N-2: The City will provide for the identification and evaluation of potential noise problem areas within its fiscal limitations.

Program N-2.1: Noise Contours Maps should be updated where necessary based on transportation and stationary noise sources pursuant to the requirements of government Code Section 65302(f). (New)

Program N-2.2: Using the noise compatibility standards provided in Figure N-2, existing land uses should be reviewed to identify potential noise problems.

Program N-2.3: An on-going monitoring program should be established to identify and evaluate noise levels in the community. (N Modified 1.28)

POLICY N-3: Existing and potential incompatible noise levels in problem areas should be reduced through land use planning, building and subdivision code enforcement, and other administrative means.

Program N-3.1: The City will discourage development of noise sensitive uses near major noise sources.

Program N-3.2: The City will enforce all existing noise control regulations.

Program N-3.3: In existing or future development in noise-impacted areas, the City will encourage that adequate site planning, building design and insulation measures are taken to reduce noise to the established acceptable levels. (N Modified 1.29)

POLICY N-4: The City will reduce existing and potential incompatible noise levels in problem areas through operational or source controls where the City has responsibility for such controls and such reductions are feasible.

Program N-4.1: Routes for use by heavy trucks will be located away from noise sensitive land uses when feasible.

Program N-4.2: The City will require noise abatement by stationary sources in cases of excessive noise emissions when feasible. (N Modified 1.29)

POLICY N-5: The City will coordinate noise control activities with those of other responsible jurisdictions.

Program N-5.1: The City will encourage the State Department of Transportation (CALTRANS) and the County Engineer to incorporate noise reduction methods in the design of new and modified roads and highways.

Program N-5.2: The City will work with the Area Council in an attempt to develop a uniform noise evaluation scheme for use at all levels of government.

POLICY N-6: The City will conduct a periodic review and update of this element within its fiscal means.

Program N-6.1: The Noise Element should be reviewed at least every five years or whenever major changes in the noise environment occur, as feasible.

Program N-6.2: The Noise Element should be reviewed when revisions to the General Plan occur especially those affecting circulation or housing. (N Modified)









## VII. HOUSING ELEMENT

- A. Authority and Purpose VII-1
  - 1. Scope and Organization VII-1
  - 2. Relationship to Other General Plan Elements VII-2
  - 3. Implementation of the Housing Element VII-2
  - 4. Citizen Participation VII-2
- B. Existing Conditions and Issues VII-3
  - 1. Existing Conditions VII-3
    - 1.1 Population Growth and Age Structure VII-3
      - a. Growth Trends VII-3
      - b. Population Projections VII-3
      - c. Age Composition VII-6
      - d. Employment VII-8
      - e. Ethnic Characteristic VII-10
      - f. Income VII-10
    - 1.2 Households and Groups with Special Housing Needs VII-14
      - a. Households Size and Type VII-14
      - b. Special Needs Group VII-16
    - 1.3 Housing Stock and Market Characteristics VII-17
      - a. Regional Housing Market VII-17
      - b. Overcrowding VII-18
      - c. Ability to Pay (Overpayment) VII-18
      - d. Housing Tenure and Dwelling Unit Type VII-19
      - e. Vacancy Rate and Housing Condition VII-20
      - f. Insulation and Weatherproofing VII-23
    - 1.4. Projected Housing Needs VII-25
      - a. Regional Fair Share Projection and 5-year Construction Need VII-25
      - b. Rehabilitation Needs Survey: VII-27
    - 2.0 Issues VII-28
    - 2.1 Construction Trends 1975-83 VII-29
    - 2.2 Survey of Land Zoned for Residential Use VII-29
      - a. Analysis of Land Use Plan and Zoning Map VII-31
      - b. Projection of Single-Family Build-out VII-31
      - c. Projection of Subdivision and Multiple-Family Activity VII-31
    - 2.3 Constraints to Housing Production and Rehabilitation VII-37
      - a. Governmental Constraints VII-37
      - b. Development Requirements VII-37
      - c. Water Supply Constraint VII-39
      - d. Market Constraints VII-42
      - e. Rehabilitation Constraints VII-43
      - f. Production Constraints VII-43





C. Objectives, Policies and Programs VII-45

Objectives - Housing Goal VII-45

1. Generalized Housing Objectives VII-45
2. Quantified Objectives VII-45

Policies and Programs VII-47

D. Housing Programs VII-55

1. Current Housing Program VII-55
2. Proposed Housing Program VII-58



## VII. - HOUSING ELEMENT

### A. AUTHORITY AND PURPOSE

This Housing Element is intended to provide the City of Morro Bay with a comprehensive analysis of the status of housing within the community, and to set forth goals, policies, and programs to improve the community's housing stock and provide adequate sites for housing. The element provides a framework for evaluating specific housing decisions and projects, both public and private. It establishes a coordinated, realistic course of action for dealing with housing concerns on both a short-term as well as long-range basis. In short, this document is intended as a tool for City decision-makers, lending institutions, developers, and interest groups concerned with housing to:

- Identify the City's current housing situation;
- Establish realistic objectives for addressing housing needs;
- Set forth the direction, policies, and guidelines in resolving housing issues; and
- Provide a basis for making housing-related decisions in the future.

California State Law requires that each community adopt and implement a Housing Element within its general plan, as a guide to local decision-making. This Housing Element has been prepared pursuant to California Government Code Sections 65302(c), 65580-65589.5 (Article 10.6), as amended in 1980 by AB 2853. This legislation set new standards for the Housing Element, and requires that each City update its Housing Element before January 1, 1986.

This Element also considers the associated Housing Element administrative regulations in Title 25 of the State Administrative Code, Sections 6400-6480. In addition, adoption of this Element will bring the City into compliance with Section 65590 of the Government Code (SB 626).

The statutes and regulations cited above generally implement the State's mandate that cities provide for housing as an integral part of their physical development. The primary goal, according to Section 65302(c), is to assure that there is adequate provision for the housing needs of all economic segments of the City.

#### 1. Scope and Organization of the Housing Element

Unlike the other mandated general plan elements (e.g. land use, circulation, open space), State law is quite specific as to the scope and content of the Housing Element. Although cities have some latitude as to the nature and degree of their commitment to housing, the State does require specific types of



information and analysis to be included in the Housing Element. These mandates are cited where appropriate throughout the Element. The resulting format of this plan is as follows:

#### Section 1.0      Housing Needs Assessment

Housing needs and resources within the community are identified and documented in this section. In addition, this section analyzes the population of the community and anticipated population growth and resulting future housing needs.

#### Section 2.0      Land Use Inventory and Constraints Analysis

Section 2 inventories the community's existing land use and sites suitable for housing production. This section will also review constraints to meeting housing needs and solving housing problems. The proposed Housing Program (Section 4) then proposes ways for the City to address these constraints.

#### Section 3.0      Goals, Quantified Objectives, and Policies

This section will present the community's housing goals and policy direction. It also gives more specific guidance through proposed objectives for housing production, rehabilitation, and conservation.

#### Section 4.0      Housing Program

Programs are identified here for a five-year commitment by the City of Morro Bay, including proposals to overcome constraints or other problems that would otherwise prevent the attainment of housing goals.

### 2.      Relationship to Other General Plan Elements

The Housing Element contains several policies, objectives, and implementation measures which directly relate to other elements of the City's general plan. A significant and direct relationship exists between the Housing Element and the City's Local Coastal Program (LCP), as well as other plans. Data, issues, and policies reported in the LCP are incorporated in this Housing Element where appropriate. In addition, consideration was given to the City's 1982 Water Management Program and the 1977 Land Use Element, as well as the Circulation Element, Open Space Element, and other adopted City policies.

### 3.      Implementation of the Housing Element

Although the Housing Element contains the basic policies and guidelines for resolving a variety of local housing issues, its implementation is greatly dependent on daily and weekly City

actions through its budgeting and public works decisions, Zoning and Subdivision Ordinances, Building Codes and enforcement, and Water Equivalency Allocations (see Section 2.3a for discussion of this program). A comprehensive housing program relies on careful attention to all of these on-going activities of the community as they affect the City's housing stock.

#### 4. Citizen Participation

The preparation of this Housing Element was a combined effort of City staff, the consultant, the Planning Commission, City Council, and members of the public. The Element was presented for public hearings before the Planning Commission and City Council before adoption. Also, workshops and hearings have been held concurrently with preparation of this document by City staff in conjunction with preparing a Block Grant application for housing rehabilitation.

#### B. EXISTING CONDITIONS AND ISSUES

##### 1. EXISTING CONDITIONS: HOUSING NEEDS ASSESSMENT

This section assesses the housing needs of the City of Morro Bay by examining a number of social and economic factors that together help to describe the housing situation of the community. State Housing Element law also requires that these factors be analyzed within this plan. This section discusses the following factors: Population growth and demographic characteristics; households and groups with special housing needs; housing market characteristics; and projected housing needs. This section may be seen as characterizing the housing demand within the City of Morro Bay. The next section (Land Use Inventory and Constraints Analysis) will then describe the existing and anticipated supply of new housing, and the perceived constraints to that supply.

##### 1.1 Population Growth and Age Structure

a. Growth Trends: During the 1970's, the population of the City of Morro Bay grew at an average annual rate of 2.75%, less than 2/3 the pace of countywide population growth. The 1980 population was estimated by the Decennial Census at 9,064, up from 7,109 in 1970. Table HE-1 below compares the amount, as well as the rate, of growth of Morro Bay to the County as a whole.

Table HE-1  
Population Growth 1970-80  
and percent annual increase

	1970	<u>Population</u> 1980	Average % Ann. Growth
Morro Bay	7,109	9,064	2.75 %
San Luis Obispo CO.	105,690	155,345	4.6 %

Source: U.S. Census

Since 1980, the City's growth has slowed, following the county wide trend. Table HE-2 on page 3 compares the California State Department of Finance population estimates for Morro Bay and San Luis Obispo County; overall city population was estimated at 9,599 for January 1, 1984. See also Figure 1, Population Growth Rates, 1970-1984.

Table HE-2  
Population Growth, 1981-84  
and percent annual increase

	1981 (%)	1982 (%)	1983 (%)	1984 (%)
MB	9,206 (1.6)	9,277 (.77)	9,435 (1.7)	9,599 (1.7)
SLO CO.	159,518 (2.7)	165,590 (3.8)	169,809 (2.5)	175,697 (3.5)

Source: State Dept. of Finance

As revealed by Table HE-2, the population of Morro Bay appears to be continuing its slow but steady climb, at a pace only 1/3 to 1/2 that of the Countywide growth. The above figures are only estimates, however, based upon a variety of factors including building permit data, vital statistics and driver's license records. These estimates have often been known to misstate actual population growth, especially for small cities such as Morro Bay; they do, however, give a good general idea of how the population has grown over the recent past.

b. Population Projections: The rate of population growth in Morro Bay has always been a controversial issue for the community, but the City's Local Coastal Plan (LCP) has established a sound policy basis for the City's overall growth rate. The LCP has stated as follows:

"Future growth will be controlled ... by the availability of public services based upon the type of land use and the priority of use as defined by the Coastal Act. This can be



implemented through a Water Equivalency Ordinance, or similar ordinance, that would provide only the amount of equivalencies to support a growth rate in keeping with present and anticipated service levels. The ordinance could allow the number of equivalencies to be set at an annual 1.7 percent growth rate which would provide for a permanent population of 12,195 people in the year 2000. Provision of additional service capacity could allow the ordinance to be amended to allow for a higher average annual rate of growth." (Local Coastal Plan, certified October 1982, p. 93).

A Water Allocation Program was first adopted by the City in 1977, and the City has been limiting annual construction of all types in accordance with that program since that year. Although the City's water supply is currently constrained due to factors described in Section 2.3a below, annual water "equivalencies" have been made available through systematic replacement of the city's antiquated water distribution system, which prevents leakage and thereby conserves water for new construction.

The LCP growth policy as stated above was further reinforced by the passage of Measure F in the November 1984 election, which set the figure of 12,200 as the maximum population of the city by December 31, 2000. This measure also set a maximum annual limit of 70 residential units for 1985, and allows a variation of only 10% (i.e. a maximum of 77 units) for subsequent years. Measure F will be discussed in more detail, along with the City's Water Allocation Program in Section 2.3a below. (See Appendix C for the text of this ballot initiative).

The City has also adopted a recent amendment to the Water Allocation Program that provides for a developer to obtain additional water equivalencies for accomplishing off-site water conservation through "retrofit" of water-consuming fixtures or similar conservation efforts. This innovative program is also described in Section 2.3a below.

The projection of 12,200 by the year 2000 is included in Table HE-3 below, but in addition other projections are shown for comparison purposes. An entirely new population projection was performed using the "Cohort-Survival" method. This method takes into account age-specific fertility and survival rates from actuarial statistics for San Luis Obispo County, and estimates the population change for the entire community by multiplying these rates for each surviving age "cohort" to determine the next five-year increment of population.

Migration rates are also included in the projection--indeed, in-migration to Morro Bay is entirely responsible for the community's growing population, and in fact the number of people in Morro Bay would actually decline if there were no net in-migration to the city. Two alternative sets of projections were prepared, one using the same level of migration for the future as



occurred during the 1970's and a second, "constrained" projection that cut migration to 75% of the 1970's rate. A more complete explanation of the Cohort Survival projection technique is provided in Appendix A to this Housing Element.

Population projections for the city of Morro Bay were also done in 1981 for the Preliminary Water Management Plan for the City, and also in 1984 by the San Luis Obispo County Planning Department. The Water Management Plan projections were based on an annual increase of three percent for the next three years and a one percent annual increase for the subsequent years. The 1984 San Luis Obispo County projections were based on a "ratio-share allocation" model that allocated State projections for the County to each community and the unincorporated area. These projections can be seen in comparison with the current projections that were done using the Cohort-Survival method in Table HE-3.

Table HE-3  
Alternative Population Projections,  
Morro Bay, 1985 to 2010

	Years Projected			
	1985	1990	2000	2010
Measure F/Local Coastal Plan	--	11,040	12,200	--
New "Constrained" Projection*	9,515	10,482	12,400	13,940
New Unconstrained Projection*	9,880	11,325	14,574	17,498
1981 Water Management Plan**		11,040	12,195	
1984 SLO County Projection***	9,990	11,370	14,000	16,550

\* New projections by Perspective Planning, 1984. Constrained projection used 75% of the rate of net in-migration to the city during the 1970's.

\*\* 1981 Water Plan Projection by Brown and Caldwell used the City's estimate for water planning purposes, but also included an alternate based on SLO County figures for comparison that set the year 2000 population at 13,540.

\*\*\* SLO County Projection based on State Department of Finance Countywide projection allocated to each community by ratio-share method.

c. Age Composition: The age structure of the City is one of the most notable features about Morro Bay: The population is older than elsewhere in the Central Coast and, indeed, than in most communities California. Almost 1/4 of the 1980 population, 23.6%, was 65 or older. Table HE-4 shows the age distribution of the City and compares it with the City of San Luis Obispo and the County:

FIGURE HE-1

# Population Growth Rates 1970-1980

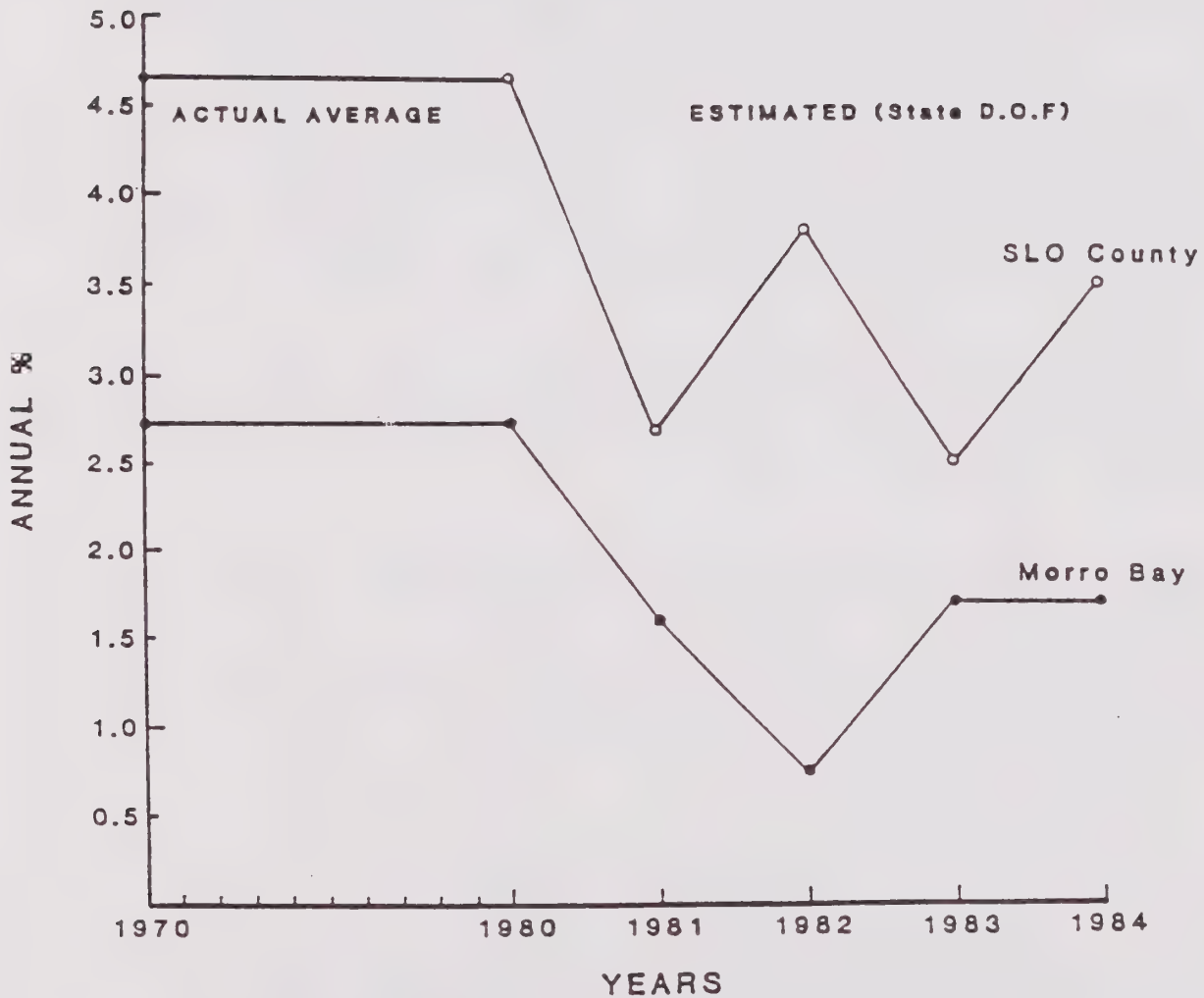


Table HE-4  
Age Composition and Comparison

AGE	Morro Bay (%)		City of SLO (%)		SLO Co. (%)	
0- 4	430	(4.7)	1,217	(3.5)	9,171	( 6.0)
5-17	1,039	(11.5)	3,933	(11.5)	24,729	(15.9)
18-64	5,460	(60.2)	25,163	(73.5)	100,730	(64.8)
65 +	2,135	(23.6)	3,939	(11.5)	20,805	(13.3)
TOTAL	9,064	(100)	34,252	(100)	155,435	(100)
MEDIAN AGE	40.8		25.1		29.9	

Source: 1980 U.S. Census

Figure HE-2 shows the age composition for each sex in the City, and also illustrates the changes within each age grouping between 1970 and 1980. As shown in Figure HE-2, there has been a notable increase in the numbers of people of child-bearing age in the city (18-40), while the proportion of elderly as well as the very young have actually declined over that decade.

Nonetheless, Morro Bay continues to have a large proportion of elderly persons. The implications of this age distribution are very significant to planning in general, and to housing plans in particular. These implications will be further explored in Section 3.0 below.

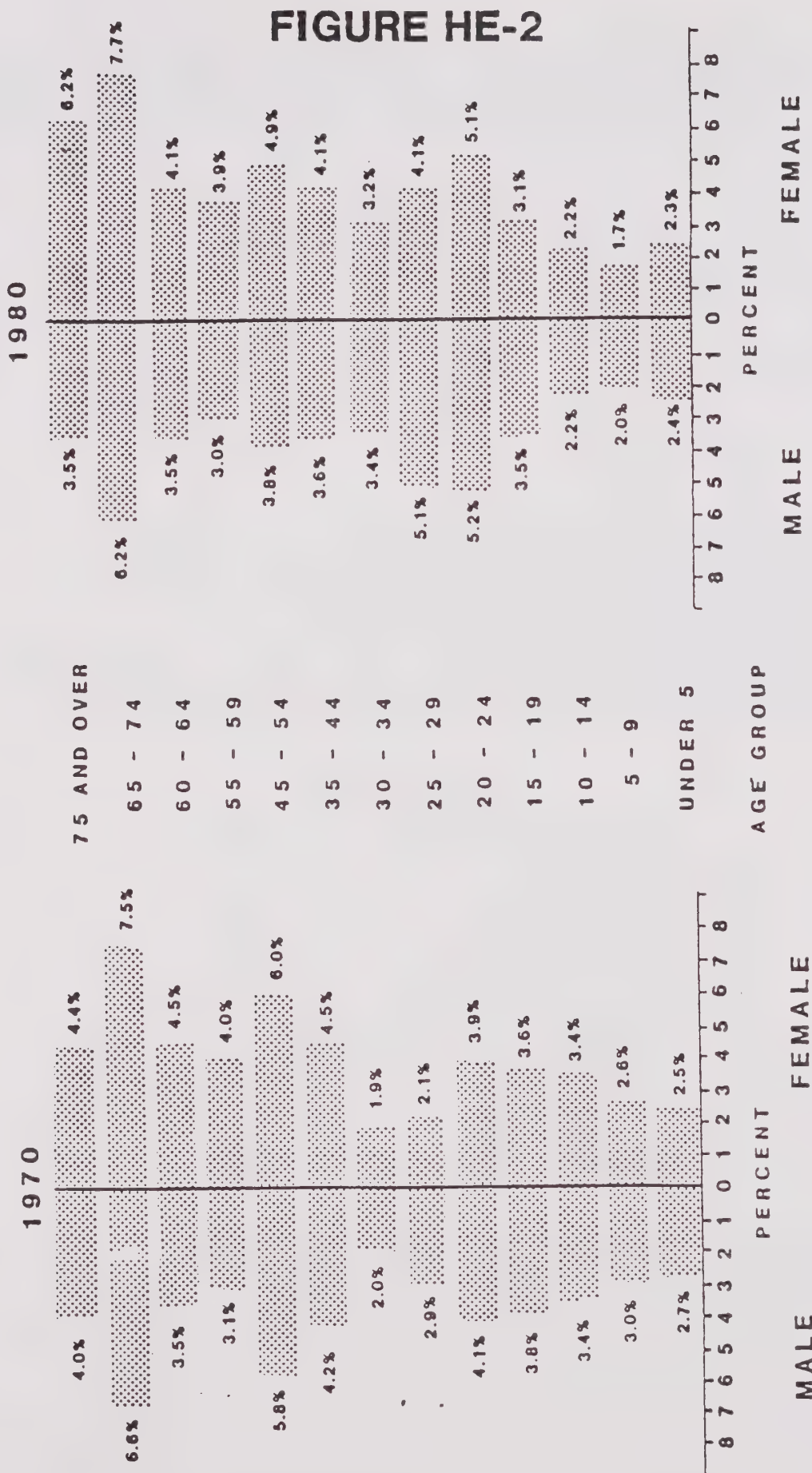
d. Employment: Normal employment growth for the City of Morro Bay has already been incorporated in the population projection. It is expected that in the near future, no unusually-large employer will be locating in Morro Bay, which would otherwise generate significant additional housing need in the community. The following Table HE-5 identifies the civilian labor force for Morro Bay, as described in the 1980 Census.

Table HE-5  
Employment Status  
Morro Bay, 1980

Civilian Labor Force	Male	Female	Both
Employed	2023	1684	3707
Unemployed	253	108	361
Not in Labor Force	1301	2381	3682 (47.5%)

Source: 1980 U.S Census

The above data indicate that about half of Morro Bay's population 16 years and older is not in the labor force, another indication of the heavy retirement population in the city.





e. Ethnic Characteristics: The ethnic composition of the city is compared to that of San Luis Obispo County as a whole in Table HE-6.

Table HE-6  
Race/Ethnicity of Morro Bay and SLO County, 1980

Race/Ethnicity	Morro Bay		SLO County	
White	8353	92.2%	132,809	85.4%
Black	44	0.5%	2,649	1.7%
Asian	186	2.1%	4,260	2.7%
Spanish	432	4.8%	14,792	9.5%
Other	49	0.5%	925	0.6%

Source: 1980 Census

The above data reveal an unusually homogeneous community, with a higher proportion of whites and a lower share of all other ethnic groups than countywide population.

f. Income: The 1980 Census provides the following data regarding personal income of Morro Bay households:

Table HE-7  
Household Income, 1979

Income Level	Total
0 - 4,999	812
5,000- 9,999	859
10,000-14,999	754
15,000-19,999	509
20,000-24,999	339
25,000-29,999	285
30,000-34,999	196
35,000-39,999	98
40,000-49,999	113
50,000-74,999	125
75,000 +	47

Median Income: Morro Bay	\$12,697
San Luis Obispo Co.	\$14,805

Source: U.S. Census

Thus, in terms of income, Morro Bay is a less affluent community than San Luis Obispo County as a whole. This conclusion is also borne out by Tables HE-8 and HE-9 below, where the numbers of poverty-level and low-income households in Morro Bay are compared with County totals for the same income groups.

**Table HE-8**  
**Persons Below Poverty Level**

Location	Total	% of total pop.	Number of 65+
Morro Bay	1,401	15.7	221
San Luis Obispo Co.	19,915	13.7	1,470

Source: U.S. Census

This table indicates that a higher share of Morro Bay's population is living at or below the poverty line than for the county as a whole. The next table provides a further breakdown of various income groups, according to levels established by the U.S. Department of Housing and Urban Development. The "very low" income category comprises those earning less than 50% of the Countywide median income; "low" income households earn less than 80% of the median; and "moderate" income households earn less than 120% of the median.

**Table HE-9**  
**Households by Income Group, 1983**

Income Group	City of Morro Bay		San Luis Obispo Co.	
	#	(%)	#	(%)
Very Low	1,550	(36)	17,097	(27)
Other Low	560	(13)	9,628	(15)
Moderate	947	(22)	12,421	(20)
Above Moderate	1,249	(29)	24,221	(38)
TOTAL	4,306	(100)	63,367	(100)

Source: Department of Housing and Community Development

According to the above table, in 1983 almost half of Morro Bay's households fell within the definition of "low income"--i.e. 80% or less of the County's median income. This compares to 42% of the County's population.

The low-income population of Morro Bay is distributed throughout the City, and is not concentrated heavily in any one neighborhood. Table HE-10 below shows the percentage of households falling below 80% of the 1980 County median income within each of the "Enumeration Districts" of the city. Figure HE-3 indicates the boundaries of these districts. These boundaries are used only for Census purposes, and do not represent "neighborhood units" as they would otherwise be defined by the City. Nonetheless, they do serve the purpose of illustrating the rather widespread nature of low-income households within the city.

**Table HE-10**  
1980 Census Data Profile  
by Enumeration District (See Figure 3)

	Total Households	Low Income Households		Median Income
		#	% in E.D.	
ED 76T	367	118	(32.2)	\$16,142
ED 76U	352	168	(47.7)	\$13,583
ED 77T	324	191	(59.0)	\$10,119
ED 77U	411	200	(48.7)	\$13,237
ED 77V	327	184	(56.3)	\$10,694
Tract 105	1781	861	(48.3)	\$13,321
ED 78	608	283	(46.5)	\$13,792
ED 79T	418	305	(73.0)	\$ 7,895
ED 79U	442	219	(49.5)	\$13,009
ED 80T	365	162	(44.4)	\$14,291
ED 80U	513	271	(52.8)	\$12,140
Tract 106	2346	1239	(52.8)	\$12,141
Tract 10699*	10	0	(0)	\$18,750
Morro Bay Total	4137	2100	(50.8)	\$12,697

\* Note: No separate Enumeration Districts in Tract 10699.  
Source: People's Self-Help Housing Corporation; 1980 Census.

"Low Income" for the purposes of the above table is defined as having a 1979 income as reported in the 1980 Census of \$12,900 or less, which corresponds to 80% of the county median household income for that year.

# FIGURE HE-3

## LEGEND

	Total Households
Tract 105	1781
ED 76T	767
ED 76U	352
ED 77T	324
ED 77U	411
ED 77V	327
Tract 106	2346
ED 78	608
ED 79T	418
ED 79U	442
ED 80T	365
ED 80U	515
Tract 10699*	10
Morro Bay Total	4137

CITY OF MORRO BAY



Scale  
0 1175



## 1.2 Households and Groups with Special Housing Needs

a. Household Size and Type: The older age structure of Morro Bay's population is also reflected in the size and nature of its households. A "household" is defined as any group of people living together in a residence, related or unrelated. In Morro Bay, almost all of the residents live in households, although 182 persons were located in "group quarters" and are not considered part of the household population.

In 1980, the Census reported a total of 5,180 housing units, but only 4,191 or 80% were termed "occupied". The population in households (deducting those in group quarters) numbered 8,882, for a mean household size of 2.12 persons per household. Recent trends in household size since 1980 are shown in Figure HE-4, Household Size Trends, and in Table HE-11 below.

Table HE-11  
Housing Units and Household Size: 5-year Trends

	1980	1981	1982	1983	1984
Total Housing Units	5180	5298	5302	5326	5363
Total Occupied Units	4191	4263	4269	4306	4322
Pop. per Household (Household Size)	2.120	2.115	2.118	2.134	2.158

Source: 1980 data from U.S. Census. 1981-84 from State Department of Finance (DOF). DOF defines households as occupied housing units.

It is apparent from these data that household size is increasing slightly in Morro Bay, although it is still very small. The smaller size reflects the fact that most households are singles or couples with no children. Table HE-12 below shows that households with no children comprise over 78% of the total number of households, well above the State average of about 65%.

## FIGURE HE-4

### Household Size Over Time

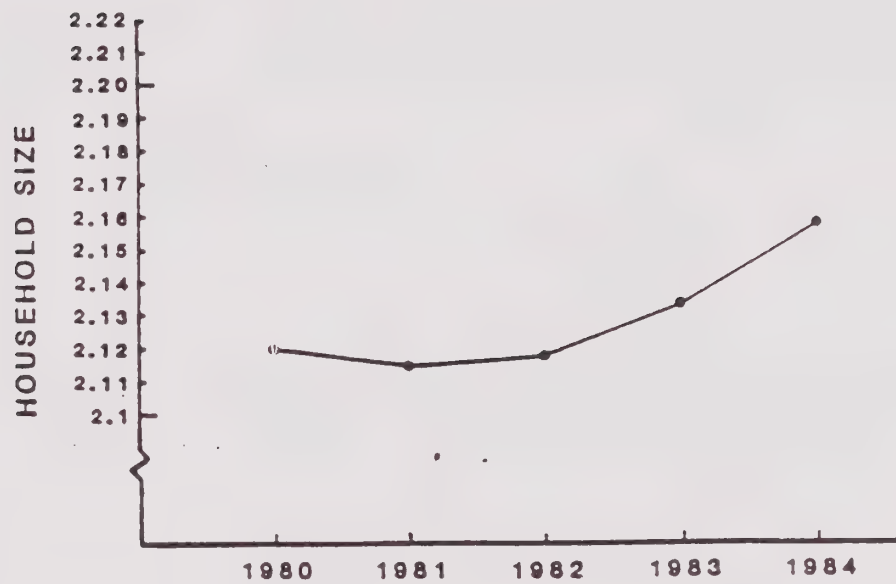


Table HE-12  
Household Type and Presence of Children

Household Type	TOTAL #	%
<u>Households With Children</u>		
Married Couple W/ Children	617	
Male Householder, No Spouse, W/Children	52	
Female Householder, No Spouse, W/Children	226	
Subtotal:	895	21.6%
State Average:		35.6%
<u>Households With No Children</u>		
Married Couple W/O Children	1555	
Male Householder, No Spouse, W/O Children	31	
Female Householder, No Spouse, W/O Children	85	
Non-Family Household	1571	
Subtotal:	3242	78.4%
State Average:		64.4%
AGGREGATE TOTAL:	4137	

Source: 1980 U.S. Census.

b. Special Needs Groups: "Special Needs" groups are defined generally as the handicapped, elderly households, large families, farmworkers, and female-headed households. The 1980 Census included the following information about these particular types of households:

Table HE-13  
Special Needs Groups in Morro Bay

Households w/ persons 65+, 1 person:	593
" " " " , 2+ persons:	862
Total elderly households:	1,455 (35% of alloccupied units)
Persons with a Work Disability:	611 (10.7% of persons 16-64 yrs of age)
Households with 6+ persons:	49 households
Persons with occupation of farming, forestry & fishing:	235 households
Female-headed households:	311 households

Source: 1980 U.S. Census

The most notable element of the above table is the high number of households with elderly persons, 1,455--comprising almost 36% of the households in Morro Bay in 1980. If one considers households with those over age 60 (rather than 65), the number rises to 1,850, or 45%.

## Summary of Findings

The basic conclusions of Sections 1.1 and 1.2 are as follows:

1. Morro Bay's population will continue to grow, and in fact in-migration would only need to approach 75% of the rate experienced in the 1970's to reach to the target population of 12,200 in 2000 A.D.
2. Morro Bay has a much higher percentage of elderly than the county as a whole, 23.6% over age 65 as opposed to 13.3%.
3. Almost half of the Morro Bay labor force population (age 16 or older) is not in the labor force, an indication of the heavy retirement population of the residents.
4. Morro Bay is even more predominately white than San Luis Obispo County as a whole, with only 17.8% of the population in minority racial groups.
5. Morro Bay has a lower income than the County as a whole, and a higher percentage of its population living below the poverty line. This income group is not concentrated heavily in any one neighborhood, however.
6. Only 21.6% of the households in Morro Bay have any children, far less than the statewide average of 35.6%.
7. The elderly population constitutes the single largest "special needs group" in the population.

The implications of these findings will be discussed further in Sections 3 and 4 of this Housing Element.

### 1.3 Housing Stock and Market Characteristics

This section examines the City's existing physical housing stock, as well as housing market forces and their impact on various segments of the population.

a. Regional Housing Market: Morro Bay is part of a larger housing market that includes Los Osos/Baywood Park ("South Bay") to the south and Cayucos to the north. These unincorporated communities have a housing stock similar to that of Morro Bay, and Cayucos also has a high proportion of senior citizens (21%). Homeownership is smaller in Cayucos (only 39%, versus about 45% in Morro Bay). South Bay has become a popular and rapidly-growing area, especially with young families; South Bay also has



a higher percentage of homeownership (68%). Both communities have a higher percentage of single-family units in the overall housing stock, about 80% versus about 63% for Morro Bay.

b. Overcrowding: Overcrowding is defined as having 1.01+ persons per room. According to the 1980 U.S. Census, there were 130 overcrowded units in Morro Bay, or 2.5% of all units. These overcrowded units accommodated a total of 530 persons, or almost 6% of the total population of the city. For comparison purposes, the 1980 Census reported a total of 2,457 over-crowded units throughout the County, or 3.7% of all units. The City of San Luis Obispo had 402 such units, for 2.8% of all units in that city.

Of the units considered overcrowded, almost half (54) had more than 1.51 persons per room. Most of the overcrowded units were occupied by renters (63%).

c. Ability to Pay (Overpayment): The discussion of ability to pay is primarily concerned with the number of lower-income households, both renter and owner, that are paying more than 25% of their monthly income for housing. In order to determine the amount of households that are overpaying, Census figures concerning income by gross rent and monthly housing costs as a percent of income are needed.

Low income households have been defined as households whose income is equivalent to or below 80% of the County median. The figure \$12,900 has been determined to be 80% of San Luis Obispo County's median income per household in 1979. See Table HE-8 above. Using this figure as the low income limit, the total number of households, both renters and owners, that are considered "low income" is 2,110--over half of all the households in Morro Bay. Those households who paid more than 25% of their income for housing, has been estimated at 1,065. Table HE-14 below illustrates the number of households and their relative income as a function of their rent or housing costs as a percent of their income.

**Table HE-14**  
Housing Costs in Morro Bay for Different Income Levels  
(Low-Income Households Only)

Monthly Cost or Rent % of Income	\$0-4999		INCOME LEVEL \$5-9999		\$10-12900	
	Rent	Own	Rent	Own	Rent	Own
0-19%	0	69	38	214	37	95
20-24%	0	41	46	13	53	27
25-34%	16	22	89	13	66	12
35%+	357	83	299	44	44	19
Total 25% +	373	105	388	57	110	31

Source: Estimated from U.S. Census data using guidelines of the State Department of Housing and Community Development.

The above table indicates that the total number of low income households, both renters and owners, that paid over 25% of their income for housing in 1980 was 1,065. This means that at least 26% of the total households in Morro Bay are "overpaying" for their current housing.

d. Housing Tenure and Dwelling Unit Type: According to the 1980 U.S. Census, most Morro Bay housing units were owner-occupied. See Table HE-15 below:

**Table HE-15**  
Housing Tenure Patterns by Housing Unit Type

Unit Type	Year-round units		Vacant Seasonal/ Migratory
	Owner-Occ.	Renter-Occ.	
1, detached	1,905	983	44
2-unit	33	293	
3,4-unit	45	211	
5+ unit	42	308	13
Mobile Home	290	97	36
Totals:	2,315	1,892	93
	53.8%	44.0%	2.2%

Source: U.S. Census, 1980

Table HE-16 indicates how the composition of the city's housing mix has changed between 1970 and 1980:

Table HE-16  
Dwelling Units by Type, 1970-80

Unit Type	Number & Percent of Units							
	1970		1976		1980		1984	
Single Family	2807	81%	3423	71%	3381	65%	3546	66%
Multiple Family	368	11%	621	13%	1117	21%	1054	20%
Mobile Homes	276	8%	766	16%	716	14%	763	14%
Total	3451	100%	4810	100%	5214	100%	5363	100%

Source: 1970 and 1980, U.S. Census. 1976, State Special Census. 1984, State Department of Finance estimate.

Condominiums accounted for a total 87 units (less than 2%) in Morro Bay in 1980. Of these, 25 or about 29% were owner occupied, while renters occupied 32 condominiums, or 37%. Vacant units accounted for 30 condominiums, or 34.5% (almost twice the vacancy rate for all housing types).

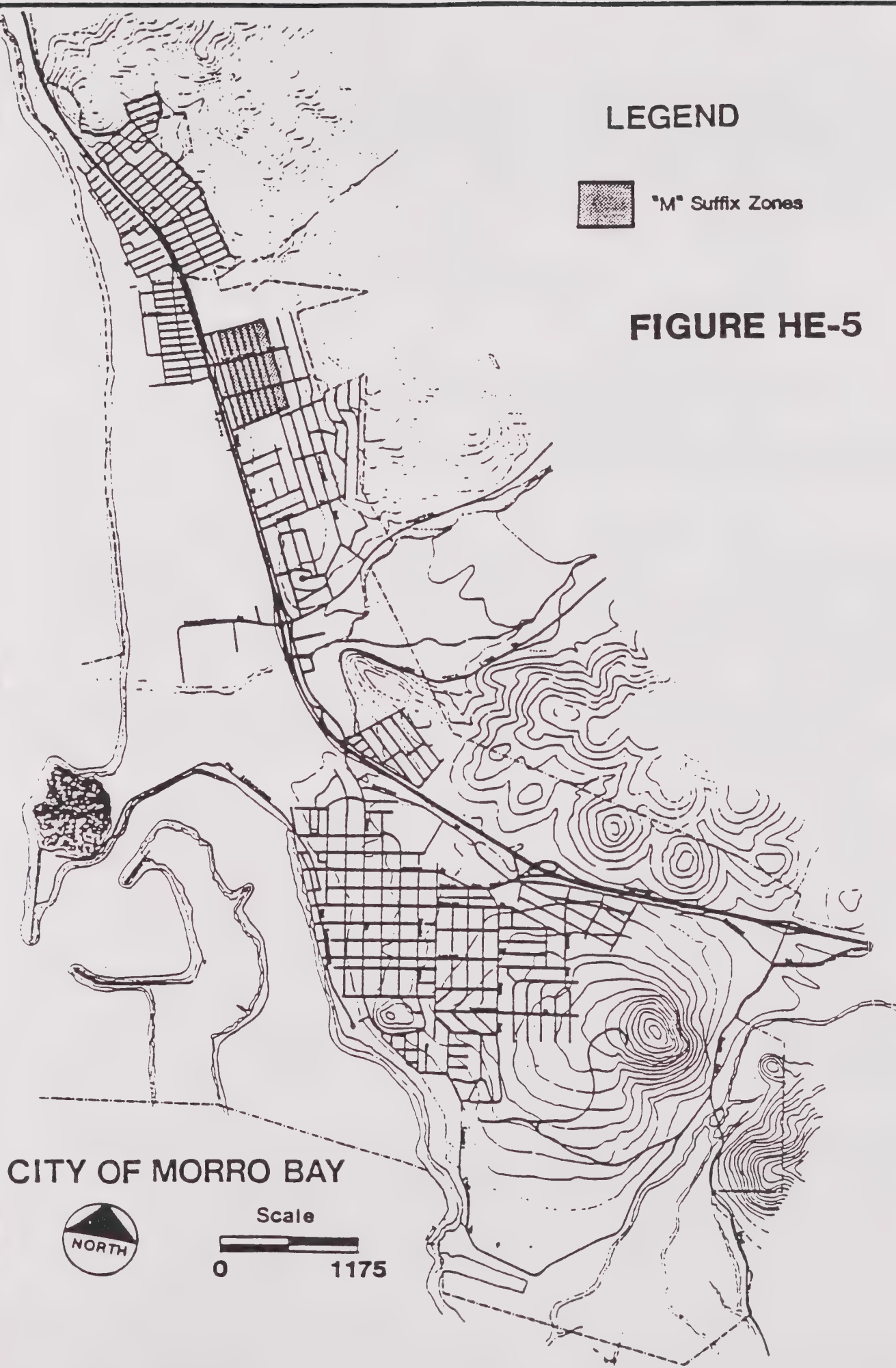
Although single-family units remain the predominant type of housing unit, multiple family units appear to be increasing, notwithstanding the reported decline from 1980 to 84 as indicated in the above table. This decline may be attributed to a methodological difference between the two types of Censuses (Federal and State). Mobile homes (manufactured housing) have approximately doubled their share of the housing stock since 1970.

Mobile homes/manufactured housing will continue to hold a significant share of the Morro Bay housing market, especially as a result of recent State legislation (SB 1960, Chapter 1142, Statutes of 1980). This legislation required all cities in California to permit manufactured housing units on single-family lots subject only to specified limitations. The City's zoning ordinance was amended in 1982 to permit manufactured housing in single-family neighborhoods designated with the "M" suffix, where the homes are located on a permanent foundation and meet certain architectural standards. The area where this "M" suffix applies is indicated in Figure HE-5, Manufactured Housing Zone.

There are also a number of mobile home parks throughout Morro Bay, some of which only accommodate 10-20 units. Many such parks include a number of substandard units and overall park facilities and amenities are generally substandard, too.

e. Vacancy Rate and Housing Condition: Vacancy rates are important indicators of the health of a local housing market; very low rates (less than 2% for sale housing or 6% for rental housing) indicate a "tight" market, and very high rates indicate a weak market. The 1980 Census reported that over 19% of the total housing stock was vacant, a trend which has continued through 1984 according to estimates of the State Department of Finance.







Although it appears on first review of this data that Morro Bay does not suffer from low vacancy rates, a closer examination reveals certain segments of the housing mix which may be so impacted. Of the 1980 Census units reported vacant, the following reasons for vacancy were given:

Table HE-17  
Housing Vacancy

For sale only	50
For rent	108
Held for occasional use	576
Other vacant	255
Total:	989

Source: U.S. Census

The above data reveal that over half of the vacant units are actually "held for seasonal use". Excluding these "beach homes", the remaining 50 units that are truly available for sale constitute less than 1 1/2% of the total non-seasonal housing stock. Thus, the city does appear to have a shortage of units for sale; the vacancy rate is a little below the desirable level of at least 2% for sale units.

The predominance of seasonal rentals and second homes was also reflected in the 1976 Special Census, when it was reported that over 1,000 dwelling units were not permanently occupied (21% of the housing stock at that time).

The 1980 Census did not include detailed data about housing conditions in Morro Bay; however a Housing Conditions Survey was conducted in Spring, 1988 by the People's Self-Help Housing Corporation to establish the need for a rehabilitation program. These data are discussed in Section 1.4b below. The study included driving every block in the City and evaluating every residential unit. A rehabilitation specialist (a licensed building contractor) inspected each unit to examine external conditions. The condition of paint, windows, doors, foundations, roofs, and porches were observed in making a determination as to whether the unit was standard or needed moderate, or substantial repairs. The survey was conducted using the most current survey guidelines.

The age of the housing stock is a relatively poor indicator of housing quality, but there is some correlation between age and declining structures. The 1980 Census reported the following data on the age of the city's current housing stock:

Table HE-18  
Age of Residential Structures

Year Built	Number of Units	Percent of Total
1979-1980	191	3.4%
1975-1978	680	13.0%
1970-1974	864	16.6%
1960-1969	1338	25.7%
1950-1959	1276	24.4%
1940-1949	558	10.7%
1939 or earlier	307	5.8%

Source: 1980 Census

According to the above data, the city's housing stock is relatively new; only about 10% is over 40 years of age. The median age of the housing stock is just over 20 years. The age of the housing stock has much to do with the energy consumption and corresponding utility costs for housing, which is discussed in the next section.

f. Energy Conservation: As nonrenewable energy resources continue to be depleted and energy costs continue to rise, homeowners have become increasingly aware of energy conserving measures primarily as a means to offset and control the rising costs of fuel or electricity. While the use of alternative energy sources is most advantageous in developing new housing, there are numerous energy conservation measures that can be "retrofitted" onto existing and older housing to conserve use of nonrenewable fuels and thereby reduce housing costs. These measures are describe briefly below.

Insulation and Weatherproofing: Most older homes were built during times when there was little concern for the use of oil and natural gas for heating purposes. Additionally, the window and door opening fixtures were intended primarily for passage of light into a house. While many of these fixtures were designed to meet these basic requirements, minimal effort was expended to assure airtight closures when both exterior doors and windows were closed. To conserve the heat generated within a house by heating fixtures as well as by its human occupants, older homes should be insulated in the attic space and exterior walls. Windows and exterior doors can also be fitted with airtight devices, caulking, or weatherstripping to minimize heat loss to the outdoors.

The County's Economic Opportunity Commission offers a weatherization program for seniors and low-income persons (up to 200% of the poverty level). This program is available to both renters and homeowners, and assists these persons with such items as attic insulation and installation of caulking, weatherstripping, water pipe insulation, water conservation devices, and a water heater blanket as well as

minor home repairs (e.g. door and window replacements in older homes). According to Economic Opportunity Commission staff, these programs are not getting the type of response that is anticipated in Morro Bay based on identified need, however, perhaps due to inadequate information about the programs within the community.

Solar Energy: Solar energy is a practical, cost effective, and environmentally sound way to heat and cool a home. In California, with its plentiful year-round sunshine, the potential uses of solar energy are numerous. With proper building designs, solar energy provides for cooling in the summer and heating in the winter; it can heat water for domestic use and swimming pools; and through the use of photovoltaics it can even generate electricity.

Unlike oil, natural gas, or coal, solar energy is an unlimited resource that will always be available. Once a solar system is installed, the only additional costs are for the maintenance and long-term replacement of the system itself. The user is not subject to unpredictable energy price increases. Moreover, this kind of small-scale solar energy facility can be used without any serious safety or environmental impacts.

Solar heating and cooling systems are generally of two types: passive or active (or a combination of both). In passive solar systems the building structure itself is typically designed to collect the sun's energy and then store and circulate the resulting heat similar to a greenhouse. Passive buildings are typically designed with southerly orientation to maximize solar exposure and constructed with dense materials such as concrete or adobe to better absorb the heat. Properly placed windows and overhanging eaves also contribute to maximum efficient use of the sun's rays.

Active systems collect and store solar energy in panels externally attached to a home. This type of system utilizes mechanical fans or pumps to circulate the warm air or water about the house, either for direct consumption or in a heat exchanger to heat swimming pools, hot tubs, etc.

Passive systems generally maximize use of the sun's resources and are often less costly to install, but active systems have significant potential application in Morro Bay in spite of its generally foggy climate. Existing houses can be retrofitted with solar collection panels to both cool and heat the house and provide hot water. This would mean lower energy costs for the residents, and for the City as a whole solar energy use would mean a cleaner and safer environment.



Residents of Morro Bay can take advantage of existing programs administered by Pacific Gas and Electric Company and Southern California Gas Company that offer free energy audits and rebates for energy conservation measures within the home. State and Federal tax credits are also available for installation of qualified solar devices. The County's Economic Opportunity Commission also provides a solar heating unit for qualified households with Federal funds, as well as a wood stove along with their insulation package. In places where new construction or redevelopment will occur, the City should also encourage use of passive solar systems to further energy efficiency for its citizens.

Interior Lighting: Daytime interior lighting costs can be significantly reduced or eliminated with the use of properly designed and located skylights. Skylights can be easily installed at reasonably minimal expense in existing houses, thereby substantially reducing electricity costs and energy consumption.

Water Conservation: Simple water conservation techniques can save a household thousands of gallons of water per year, plus many dollars in water consumption costs. Many plumbing products are now available that eliminate unnecessary water waste by restricting the volume of water flow from faucets, shower heads, and toilets.

A household can also do much to save water by installing water-conserving landscaping in a new or remodeled home. By encouraging residents to conserve water and retrofit existing plumbing fixtures with water saving devices, and by promoting the use of drought-resistant landscaping, the City can greatly reduce its water consumption. The newly-adopted off-site retrofit program as part of the City's Water Equivalency program may promote these conservation opportunities for many existing units (see discussion in Section 2.3a).

#### 1.4 Projected Housing Needs:

a. Regional Fair Share Projection and 5-year Construction Need: State law requires that a local Housing Element include a projection of housing units needed over the ensuing five-year period (Section 65583(a)(1) of the Government Code and Section 6483 of the Guidelines). This five-year projection must consider new household formations, population growth, and other factors. Moreover, the law requires that this projection be broken down by income categories. This projection must take into consideration the city's "fair share" of regional housing needs.



The State Department of Housing and Community Development (HCD) has prepared a projection for the entire County and each of its incorporated cities, including Morro Bay, for 1983 to 1990. The projections were based on the assumption that 1980-83 household growth patterns would continue through 1990.

The 1983 income distributions that were used by HCD assumed a continuation of the 1980 incomes as reported in the Census. The projections are shown in Table HE-i9 below.

**Table HE-i9**  
State HCD Projections of Households, 1983-1989/90

Income Category'	Households			Percentages	
	1983	1989	1990	1983	1989/90
Very Low	1550	1449	1465	36%	31%
Other Lower	500	701	709	13%	15%
Moderate	947	935	945	22%	20%
Above Moderate	1249	1590	1607	29%	34%
Total	4306	4675	4726	100%	100%

\* Very low income = 50% of median family income of county  
 Other lower = 50- 30% " " " " "  
 Moderate income = 30-120% " " " " "  
 Above Moderate = 120%+ " " " " "

Source: State Department of Housing and Community Development,  
San Luis Obispo County Housing Needs Plan, March 1984.

The total household growth projected for 1983-89 in the above table amounts to about 65 households per year. This growth does not equate exactly to housing units, however, because of the need to allow for vacant units as well as replacements.

Based on their projections of households for Morro Bay in the years 1989 and 1990, the State has projected in the same document a "new construction need" for the city of 536 units through July 1, 1989 (6-1/2 years) and 622 units through July 1, 1990. This works out to an average of about 82 units per year. The forecast did not describe how the projected 65 households per year equates to 82 housing units, but the 17 additional units presumably included an allowance for vacant units (2% for sale units and 6% for rentals) as well as replacements of existing units.

The above Regional Fair Share projection by HCD is considered to be reasonable with respect to household growth, but appears to be excessive with respect to corresponding housing construction need. The City's recently-adopted Measure F sets a maximum of 77 units to be allowed annually. This annual rate should be ample to accommodate the projected 65 new households

each year, together with some additional units to account for replacement and vacancy factors. If 70 units per year are constructed, this would amount to a total of almost 400 units between Jan. 1, 1983 and July 1, 1989 (compared to HCD's projection of 536 units needed).

b. Rehabilitation Needs Survey: The housing stock of Morro Bay has been characterized above. In Spring 1988 the People's Self-Help Housing Corporation conducted a survey of the city's housing stock. This non-profit group is now implementing rehabilitation projects in several other communities in SLO County. Table HE-20 below shows the results of the rehabilitation needs/housing condition survey.

**Table HE-20**  
**Morro Bay Housing Condition Survey**

	Total Housing Units	Dilapidated Units	Deteriorated Units	Determined as % of Total
CITYWIDE	5180	26(.5)%	994	19.2%

\* See Figure HE-3

The results of the Housing Conditions Survey indicate the presence of 1,020 substandard, deteriorated residential housing units in the City. 25 of these homes are dilapidated and appear to require major reconstruction. These 1,020 deteriorated units represent 19.7% of the City's total residential housing stock. 5% (51) of these units are multifamily units, and 95% (969) are single-family units. The substandard units are distributed throughout the City, but are especially prevalent in the northern sections of the City, particularly Census Tract 105, Enumeration Districts 76T, 76U, 77T, 77U, and 77V.

In any event, it would appear that a rehabilitation program is warranted in Morro Bay. This rehabilitation program would assist owners in bringing these deteriorated units up to a reasonable standard of repair, concentrating on structural problems that present health and safety problems. The design and implementation of such a rehabilitation program is described in Sections 3 and 4 below.

As for the identified dilapidated units, the structural condition of the units may be so poor that rehabilitation is not financially feasible. For these units, a combined incentive and disincentive approach may be appropriate: The City may wish to explore a relatively new program that is provided in the State Revenue and Taxation Code Section 17274 to issue notice to the

owners of such structurally deficient properties that could eventually lead to denial of State income tax deductions to the owners of such property for interest, taxes, and depreciation expenses for the property. This program would be particularly effective if combined with an overall rehabilitation program that offered financial assistance to the owners to replace the units (if necessary).

## 2.0 Issues: Land Use Inventory and Constraints Analysis

This section examines the potential housing supply in Morro Bay's future. The first section will present actual residential construction trends in the city over the last ten years. Section 2.2 surveys the areas of Morro Bay that are planned and suitable for residential development at various densities. The final section will address known constraints to development of housing within Morro Bay, including both governmental and private-market constraints.

2.1 Construction Trends 1975-83: The California Coastal Commission imposed a construction moratorium on the City of Morro Bay from 1978 through 1982. The Commission determined, on the basis of limited information available at that time, that the City's water supply was potentially insufficient to sustain new development. Consequently, the rate of residential development in Morro Bay over the last decade reflects the effects of that building moratorium. The Commission has since relaxed the moratorium to some degree in recognition of the City's efforts to repair leaky water pipes.

The water supply constraint is still a major issue within the community, however, and Section 2.3 below will discuss this issue with respect to future housing development. Table HE-21 illustrates the rate of residential construction over the past decade and the effects of the building moratorium:

**Table HE-21**  
**Residential Construction 1975-1983**

<u>Bldg. Type</u>	<u>Annual Number of Units by Type</u>								
	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979*</u>	<u>1980*</u>	<u>1981*</u>	<u>1982*</u>	<u>1983</u>
Sing.-Fam.	51	96	74	49	5	3	7	4	63
Duplex	0	2	6	6	0	0	0	0	4
Multiple	49	51	53	22	9	0	22	0	20
Totals	100	149	133	77	14	3	29	4	87

\* Denotes Moratorium Period

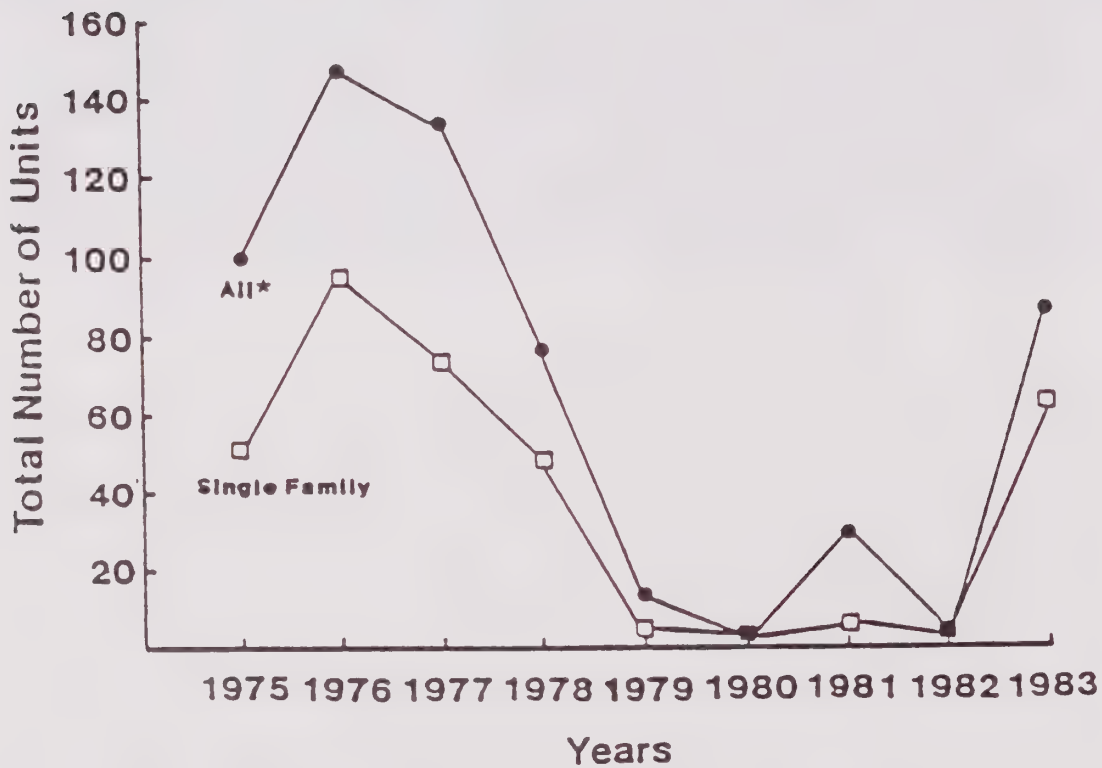
These numbers are presented graphically in Figure HE-6. From late 1978 through 1982 there was virtually no new residential construction in Morro Bay; only in 1983 did the rate of construction return to a more "normal" level of 87 units. The average rate of residential development for non-moratorium years 1975-77 and 1983 is 127.25 units.

2.2 Survey of Land Zoned for Residential Use: The objective of this section is to determine whether or not sufficient land exists within the City of Morro Bay to sustain the projected level and types of residential development anticipated to be needed for the community's "fair share" of regional growth (see Section 1.4a above). This task is necessary in order to address the issue of "exclusionary zoning". This term refers to a type of very restrictive residential zoning enacted in many communities throughout the country, often in an attempt to prevent immigration by certain sub-groups in the regional housing market.



**FIGURE HE-6**

**Residential Construction 1975-1983**



\* INCLUDES MULTIPLE FAMILY & MOBILE HOMES

a. Analysis of Land Use Plan and Zoning Map: The City's existing Land Use Element and zoning maps were analyzed with respect to the general pattern and density of residential development. The Land Use Plan map is shown in Figures LU.1, LU.2, LU.3, and LU-4. Residential densities are expressed in five categories that follow conventional density ranges, as seen in the legend; the maximum density in the Land Use map is 27 units per acre (equivalent to R-4 zoning). These ranges are quite typical of most communities in the Central Coast and are neither more restrictive nor more lenient than other similar areas.

Zoning districts in the City's zoning ordinance are governed by the following minimum building site and corresponding density regulations:

Table HE-22  
Zoning District Densities

<u>Zoning Category</u>	<u>Minimum Lot Area/Unit</u>	<u>Resulting Density</u>
CRR Coastal Resource Res.	20,000 s.f.	2 d.u./ac
R-A Suburban Res.	20,000 s.f.	2 d.u./ac.
R-1 Single-Family	6,200 s.f.*	7 d.u./ac.
R-2 Duplex Residential	2,900 s.f.	15 d.u./ac.
R-3 Multiple-Family	2,175 s.f.	20 d.u./ac.
R-4 Multiple-Family	1,600 s.f.	27 d.u./ac.

\*Note: The zoning ordinance provides for smaller lot sizes and higher resulting density in certain areas of the city where long-established lot sizes indicate a prevailing pattern.

As with the land use plan densities, these zoning ordinance densities are typical of, and in some respects more lenient than, other communities in the regional housing market. The multiple family categories (R-2 through R-4) are actually higher than corresponding density ranges for districts with the same names in many other cities.

In fact, the "maximum" densities are frequently not reached by new development due to site constraints or marketing decisions of the developer. Quite often, property is developed at densities that do not generate the full number of units permitted under the ordinance. This failure to achieve full-density development occurs in all zones, but is particularly prevalent at higher densities.

b. Projection of Single-Family Build-out: This section will analyze whether or not there is sufficient subdivided R-1 land to accommodate projected development of single-family units for the next five years. The annual rate of single-family construction

in those years will probably be fewer than 50 units/year, assuming that Measure F will limit overall housing development to 70 units per year and that multiple-family units will comprise some share of the total. Table 2.1a shows a very uneven pattern of single-family residential development over the recent past: For the non-moratorium years, the rate of single-family construction has varied by almost 100% (between 49 and 96 units per year).

Vacant land suitable for single-family dwellings includes those lots that are zoned R-1 and classified primarily as low-medium density (in one instance, medium density). A 1982 inventory of existing land use in the city revealed that there are approximately 690 vacant lots suitable for single-family units within the R-1 zone. Reducing this by 250 units, the approximate number constructed between 1982 and 1988, results in 440 parcels available. Thus, even at the maximum rate of 70 units per year for construction of all residential units--a rate that assumes no development of multiple family units--there is sufficient vacant land for R-1 single-family construction during the planning period of this Housing Element.

c. Projection of Subdivision and Multiple-Family Activity: This section is concerned with vacant residential land that is suitable for subdivision of additional single-family residential lots, or for construction of multiple-family units. Vacant land zoned for any residential category was inventoried, and each potential development site was assigned to one of three categories: Approved Projects, Proposed Projects, and Future Development. All properties within this inventory met the following criteria:

- Size over one acre, either individually or collectively with contiguous vacant lots;
- Flat to moderately sloping over at least a portion of the site; and
- Not already occupied at present.

A total of six sites are included in the inventory, shown in Figure HE-7.

Table HE-23 identifies each of the six sites, their owners, the approximate size of the site, as well as information about the zoning, density, and maximum units possible on the site. The maximum potential number of units was estimated by City staff on the basis of a combination of zoning standards and action by City decision-making bodies with respect to the site or similar sites.



# FIGURE HE-7

## LEGEND

SITE #	NAME/APN #'S	ZONE	DIST.	MAX # UNITS
--------	--------------	------	-------	-------------

### APPROVED PROJECTS

1	GOLD T. VILLA	R-2/PD		72
---	---------------	--------	--	----

### PROPOSED PROJECTS

2	PINEY/FISHER	R-2		75
---	--------------	-----	--	----

3	HWY 41/FISHER	R-4/PD		60
---	---------------	--------	--	----

### FUTURE PROJECTS

4	VRM	R-1/PD		302
---	-----	--------	--	-----

5	TEXACO	R-3/PD		200
---	--------	--------	--	-----

6	NOTE: 1	R-2		75
---	---------	-----	--	----

7	NOTE: 2	R-1		62
---	---------	-----	--	----

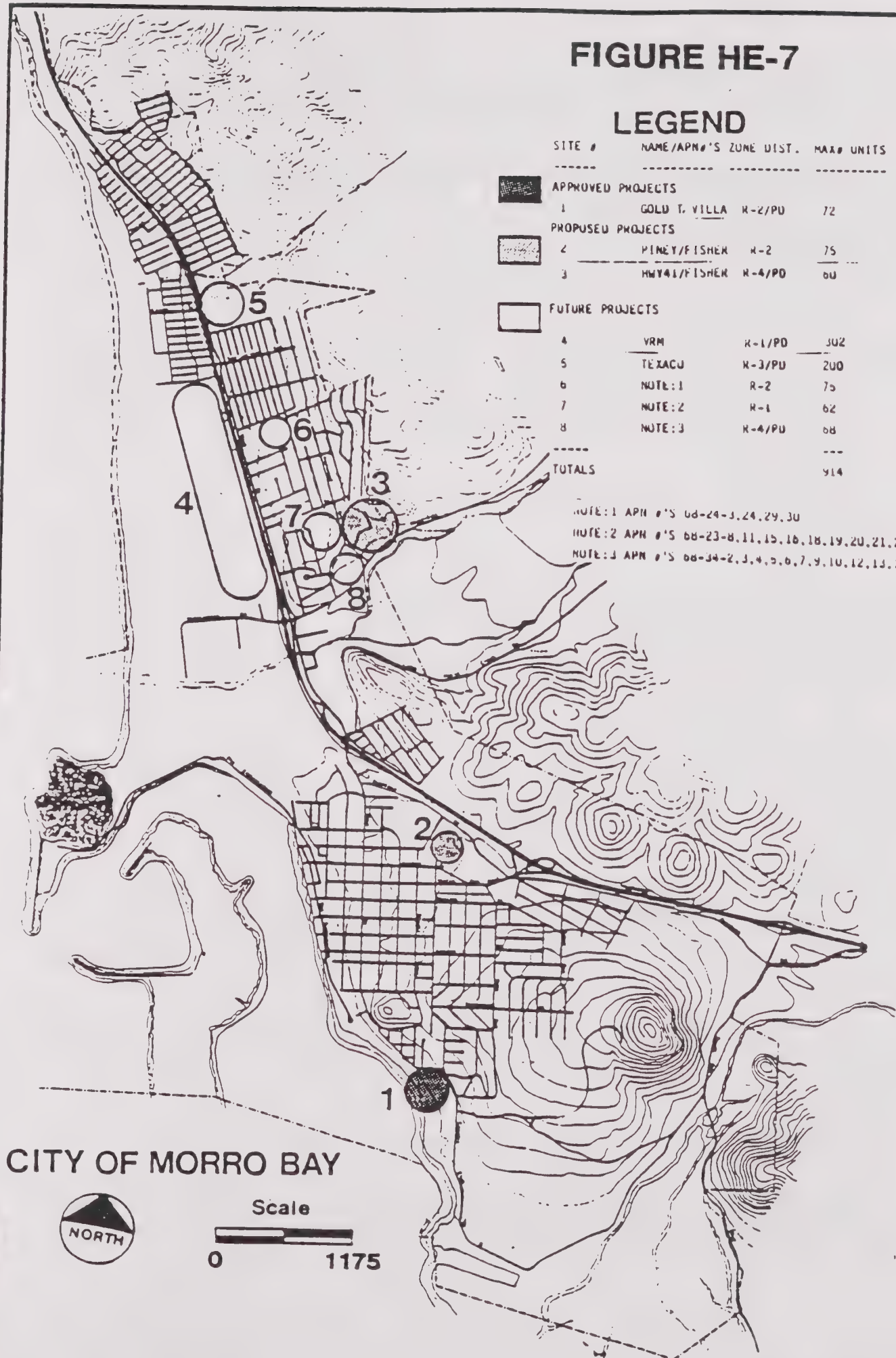
8	NOTE: 3	R-4/PD		68
---	---------	--------	--	----

TOTALS				914
--------	--	--	--	-----

NOTE: 1 APN #'S 06-24-3, 24, 29, 30

NOTE: 2 APN #'S 08-23-8, 11, 15, 16, 18, 19, 20, 21, 23, 24, 41

NOTE: 3 APN #'S 08-34-2, 3, 4, 5, 6, 7, 9, 10, 12, 13, 14



CITY OF MORRO BAY



Scale

0 1175



Table HE-23  
Vacant Residential Land Inventory, 1989

<u>Site #</u>	<u>Name/APN's</u>	<u>Size</u>	<u>Zone Dist.</u>	<u>Max.Dens.</u>	<u>Max.Units</u>
<u>FUTURE PROJECTS</u>					
1.	Bayshore Village	7 ac	R-2/PD		48
2.	Cloisters	54.8 ac	CRR	2 ac	+120
3.	Texaco	10	R-2	20/ac	200
4.	See Note #1	5	R-2	15/ac	75
5.	See Note #2	8.8	R-1	7/ac	60
6.	See Note #3	4.5	R-4/PD	15/ac	65
TOTALS					468 units

Note #1: APN's 68-24-3, 24, 29, and 30.

Note #2: APN's 68-23-8, 11, 15, 16, 18, 19, 20, 21, 23, 24, and 41.

Note #3: APN's 68-32-2, 3, 4, 5, 6, 7, 9, 10, 12, 13, and 14.

As seen in Table HE-23, the inventory of vacant land presently includes sufficient land for over 460 residential units. It appears that there is sufficient vacant land overall, and within each category of density, to accommodate future residential construction at any conceivable rate of development. Not all of the sites inventoried in Table 2.2b and Figure 8 are considered suitable for development within the five-year time. Sufficient land is properly zoned, however, to accommodate at least 460 units available in various sites with appropriate zoning for future residential development--in addition to existing subdivided lots for residential units.

There are constraints to residential development, however, that do not involve the adequacy of suitably-zoned land; these constraints are the subject of the next section.

### 2.3 Constraints to Housing Production and Rehabilitation

Government Code Section 65583(a)(4) states that the Housing Element is to analyze "potential and actual ... constraints upon the maintenance, improvement, or development of housing for all

income levels". These constraints are to include both governmental and non-governmental or market constraints. The following sections will address each of those types of constraints.

a. Governmental Constraints: Local government actions in the housing market may impede housing construction in a variety of ways. For example, some cities impose excessive fees or improvement requirements for residential construction. Environmental impact reviews may result in costly delays, although such delays are often unavoidable in sensitive areas.

It is the responsibility of the Housing Element to address the City's requirements and recent history of development approvals for housing projects, and to determine whether or not there are any constraints to housing production. If such constraints are identified, the Housing Element must attempt to find ways to alleviate such constraints without undue sacrifice to other community goals.

Clearly, the most significant constraint to housing production in Morro Bay is the result of the City's limited water supply. This issue will be discussed in more detail below. There is no present constraint involving wastewater system capacity; the City's sewer plant was recently enlarged to a capacity of 2.4 million gallons/day, which should be adequate to serve residential growth well beyond the timeframe of this plan. (This expansion is financed in large part by a portion of the development fees charged to new developments within the city--see below).

This section will first briefly review City development review requirements such as construction fees, parkland dedication, environmental review, and site improvements. The water supply constraint will be discussed in more detail following the review of development requirements.

b. Development Requirements: It appears that development review practices in Morro Bay are, with the notable exception of the water equivalency program, generally comparable to similar communities in the area:

- Water and sewer availability fees are set at \$3,000/unit, which is divided equally between water and sewer facilities. Both of these essential services are financed in part by these fees, which are dedicated to capital facilities planning and construction. The amount of these fees is within the range of other fees charged by similar communities-- particularly in light of the city's water shortage and recent expansion program for the regional wastewater plant.

- On-site and off-site improvements such as curb/gutter/side walk, storm drainage, and street pave-out are routinely imposed in a manner similar to other cities; according to local engi-

neers who process housing projects not only in Morro Bay but other nearby cities, the City of Morro Bay does not appear to require excessive standards to be met. There is a problem, however, due to the antiquated nature of much of the City's existing infrastructure, particularly waterlines. For some sites in older sections of the city, site preparation efforts to meet normal municipal standards are often more costly than in other cities because of the currently-inadequate street widths, drainage system, and water and sewer pipes. This problem will be addressed further under "Housing Programs" (Section 4.0).

- Parkland dedication requirements are set according to a formula that is very similar to other communities of this size, and an in-lieu fee is charged for subdivisions of fewer than 50 parcels. A 20% surcharge over the value of dedicated land is also assessed for on-site improvements, although subdividers may obtain a credit for any recreation facilities that they construct.

- EIR's have been required only infrequently for residential projects, where warranted by legitimate environmental concerns.

The conclusion of the above analysis is that the current practices of development review in the City of Morro Bay (outside of the water management system, discussed below) do not present unusual constraints to housing production, although such costs may be significant contributors to high rents or sale prices for some projects. There appear to be opportunities for the City to develop a program to participate in certain infrastructure improvements for qualifying projects, particularly in the downtown area.

In one project recently approved by the City in the downtown area, for example, site preparation costs for on- and off-site improvements amounted to \$10,000/unit. These costs would have been reduced were it possible for the developer to apply all or a portion of his water and sewer availability fees to a major water line replacement and looping project that was required of his project. At \$10,000/unit, the costs are at the high end of local experience for multi-family development.

The City has made a recent change in its water fee structure which will allow major investments by a developer in the City's water system to be credited toward up to 90% of the \$1500/unit water system fees. This new fee practice will help to reduce housing costs in certain instances.

c. Water Supply Constraint: Because of a limited water supply recognized for many years by City and State decision-makers, the City of Morro Bay has enacted a growth management system that regulates all new construction in light of available water resources. Since 1977, Morro Bay has been allocating water "equivalencies" to all new development-- commercial and industrial as well as residential units--in accordance with a



procedure set out in Chapter 13.20 of the City's Code (See text of ordinance in Appendix D). The term "equivalency" refers to the estimated water consumption of a single-family house in Morro Bay, currently set at 10,780 cubic feet/yr.

The number of equivalencies issued in any given year is determined at present by an "Authorized Water Recovery Allocation Model" approved by the California Coastal Commission as part of Coastal Permit No. 4-81-309. This model is reproduced as Appendix D of this Housing Element.

The City's Water Equivalency Program provides that the Council determine each year how many equivalencies are available. For 1985, it is expected that 91 equivalencies are available, and for subsequent years the number will likely be set at about 90 equivalencies per year through 1990 (up to a maximum of 124/year).

The specific amount each year is based upon the amounts of recovered water made available to the City through a water pipe replacement program approved by the Coastal Commission (part of Permit No. 4-81-309). This program has replaced an average of about 1.5 miles of leaky pipeline each year for the last three years, but construction will be accelerated under a \$1.5 million loan from the State Department of Water Resources to achieve a rate of 3.0 to 3.8 miles of pipe annually through 1988. Each mile of leaky pipe results in an estimated saving of 32 water equivalencies (about 345,000 cubic feet).

The water equivalencies are issued each year on a quarterly basis to proposed new construction, according to a priority system that addresses policies within the Coastal Act. As currently adopted by the Commission, the model gives priority to commercial and industrial uses over residential uses; however the City is currently processing an amendment to the priorities which would give housing a greater opportunity to obtain equivalencies. The schedule of priorities is indicated on pages 2-4 of the Water Recovery Allocation Model (Appendix D).

It is important to note that within the residential category of the priority system, the City has recognized the need to provide for affordable, below-market rate housing by giving priority to low-moderate income units over all others. The priority system for residential uses is set forth in Table HE-24:



Table HE-24

Residential Priorities in the Water Recovery Allocation Program

Priority	Type of Residential Use
1	Single-family density, low-moderate income
2	Multi-family density, low/moderate income
3	Market rate/higher income (all densities)
	a - Owner/builder/occupant single-family
	b - Speculative-built single-family
	c - Multi-family (rental, no subdivision)
	d - Infill subdivision

Source: Water Recovery Allocation Model, page 3 (Appendix D), and Water Equivalency Program Operating Procedures.

The above term "infill" is defined in the Operating Procedures for the Water Equivalency Program. Generally speaking, "infill" is limited to development of vacant existing lots within existing developed areas of the City. An infill area is characterized as having supporting public infrastructure (i.e. utilities and secondary thoroughfares or collector streets). A more detailed definition is provided in the Operating Procedures.

According to the terms of Measure "F", the Growth Management System ordinance adopted by City voters in November 1984, water must be allocated between residential development and commercial/industrial development according to a formula. Section 4 of Measure F states that in any year, commercial and industrial permits shall not require more than 130% of the water allocated to residential units in any calendar year. This limitation means that commercial/industrial development cannot consume more than about 57% of the total water allocation in any given year ( $57/43 = 1.3$ ). This ratio is consistent with the water allocation as it occurred in 1984, and means that in future years residential construction will be able to obtain at least 39 water equivalencies each year at the base level of 90 equivalencies per year ( $43\% \text{ of } 90 = 39$ ).

The overall priority system is, however, clearly intended to give commercial development--and visitor-serving commercial uses in particular--an advantage over residential uses. If, as expected, commercial development does consume about 57% of future water allocations, only 39 equivalencies would be available to residential development. This limitation would make it unlikely (though not impossible) that 70 housing units could be built in any given year.

There is a new provision of the City's water equivalency program that may permit housing to reach 70 units per year: The "offsite retrofit program", adopted in December 1984, permits a housing developer to implement off-site conservation measures (such as installation of water-conserving devices in another

establishment or paying for the repair of leaky plumbing fixtures, for example), and receive partial credit for the water conserved thereby. For every two equivalencies of water generated by the off-site retrofits, the developer would be awarded one equivalency for his project. Remaining equivalencies could be added to the City's inventory, currently about 90 per year based on the pipeline replacement program. As an added incentive to the developer, the City's \$1,500/unit fee for water availability would be waived for each equivalency generated.

Although the effects of the retrofit program are unknown, it is possible that water equivalencies will be generated in amounts sufficient to achieve a total of 70 new units per year. If, on the other hand, there is insufficient water available through the retrofit program, residential development must compete only for the equivalencies generated by the water pipe replacement program--and these may not be sufficient to achieve the 70-unit annual rate.

It would appear, then, that the water equivalency program may operate to the disadvantage of the City's ability to meet its housing needs as projected in Section 1.4 above. That need was estimated there to be roughly equivalent to the annual limit of 77 units set by Measure F. It is not certain whether annual water allocations to residential uses will reach the 77-unit annual limit imposed by Measure F, unless either: 1) The retrofit program succeeds in generating enough water for housing to make up any shortfall; or 2) Commercial development declines to pre-1984 levels, or 3) Additional water is found.

In relation to the latter possibility, the City is now actively working to implement the Water Management Program established in the 1982 report issued by the Department of Water Resources. This program includes a number of actions besides the water pipe replacement project. A summary of the Water Management Program is provided below; see Appendix B for a copy of the relevant portion of this program (particularly page 12).

The actions in the Water Management Program (and more recent work) include immediate future, interim future, and longer-term actions:

- For the immediate future, the City will construct additional wells in Chorro, Morro, and possibly Toro Creek basins outside of seawater intrusion zones and the zone of influence of other wells. In addition, spreading basins may be constructed if feasible, and desalination facilities will be explored.
- For the interim future, the City will construct small check dams to intercept runoff, and work with farmers to assure percolation and recharge to groundwater if feasible.

- For the long-range, consideration is being given to construction of facilities to import water from the State Water Project, Nacimiento Reservoir, or a separate reservoir on San Bernardo Creek. The SWP or Nacimiento projects are being coordinated with the County Flood Control and Water Conservation District. Neither of these alternatives is expected to be available to Morro Bay within the next 12-15 years, however, well beyond the time frame of this Housing Element.

The short-term outlook for the water supply constraint in Morro Bay is guarded, but optimistic. With modest success of the new retrofit program and/or achievement of the planned short-term water development projects for local groundwater sources, it should be possible for the City to provide enough water equivalencies to achieve the 70-unit/year rate of development foreseen by Measure F--depending, however, on the amount that must be reserved for commercial development. These projects are further discussed under Section 4.0 of this plan, Housing Programs.

Although housing development will be allowed to proceed in the short term due to water equivalencies available through the pipeline replacement and retrofit programs, it should be made clear that neither of these programs will provide a long-term solution to Morro Bay's water supply problem. This problem is serious and long-recognized.

The City has already employed numerous conservation techniques to reduce demand on the limited groundwater resources. These include requirements for water conserving fixtures in new construction; use of drought resistant plants and drip irrigation in landscaping; and institution of a progressive water rate structure (a "lifeline" program). This rate structure provides water at reasonable prices to low-use customers, but significantly increases the price as usage increases, thus creating a significant economic incentive for water conservation. The City also is launching a renewed "water awareness" effort, through which the public is educated about the nature of the water problem and about techniques for conserving this resource.

d. Market Constraints: The Housing Element Guidelines require that this plan analyze those constraints of the private market which affect the production of housing, including an assessment of cost factors and an evaluation of the types of housing that can be provided at various price levels within the existing constraints of the market. This discussion will begin with a brief summary of some of the constraints facing rehabilitation of private homes in Morro Bay.



e. Rehabilitation Constraints: It would appear that Morro Bay may face a constraint to private rehabilitation of homes in some neighborhoods, because of the uncertainty some homeowners or property owners may feel toward the long-term prospects for upgrading of the neighborhood. These neighborhoods include, for example, several blocks in the relatively flat area lying generally east of Highway One and north of Highway 41. The opportunities for upgrading of the neighborhood are greatest in the area bounded by Elena Street on the south, Sequoia Street on the north, Main Street on the west, and Greenwood on the east. This neighborhood consists entirely of double-front lots, which reduces the value of the homes and results in a confusing and unappealing streetscape. Approximately 349 lots are located in this area, of which 87 are vacant. A program has been identified in Section 4 (program 1.4) to help with this area.

f. Production Constraints: Production cost factors that affect housing construction in Morro Bay include land acquisition and site improvements, construction materials and labor, financing, overhead, fees, and profit. Although all of these private market cost factors are significant, the following factors are particularly relevant to the implementation of local housing programs:

1. Rising Land Costs are a major housing constraint. The City's four-year building moratorium resulted in a deficit of new residential units relative to market demand, thus creating a scarcity condition that may have accelerated housing costs to some degree (although this effect is not clear). In addition, the strong Statewide demand for coastal land always generates higher-than-average land costs relative to non-coastal communities, which translates into higher housing costs.

Discussions with local realtors in Morro Bay indicate that in 1984-85, vacant single-family lots with full City services in Morro Bay start at about \$30,000. A 2-b.r., 1-bath house without an ocean view but in good physical condition will sell for about \$75,000. Indeed, one of the strongest effects on housing price is visibility of the ocean. A major ocean view (particularly one that is unobstructed by the power plant) can add 50% to the sales price of a house or vacant lot. Other major cost factors include the quality of housing and other uses in the immediate neighborhood and slope or geologic problems on hillside lots.

2. Financing Costs reached an all-time high in 1981, and real interest rates have remained very high until recently. The lack of affordable home financing has led to a proliferation of creative financing techniques including variable rate mortgages, balloon payments, interest-only loans, equity participation, and other types of transactions. The long-term outlook for interest rates is highly uncertain, and will be influenced by such factors as deficit spending



by the Federal government, borrowing needs of business and individuals, and the monetary policy of the Federal Reserve Bank. Financing costs are especially problematic with projects in Morro Bay, where phasing is often necessary and the precise schedule of construction is difficult to predict due to the need to acquire water equivalencies prior to development.

The City has little control over these private market constraints affecting housing production, although it can make it easier for builders to qualify for affordable development through participation in infrastructure improvements, waiver of certain fees, etc. The City may find that a working partnership between municipal government and local residents may help to stem any further decline or deterioration and accelerate private rehabilitation of housing within some of its neighborhoods, through City sponsorship of a rehabilitation program or other incentives.

#### Summary of Section 2.0

1. Housing production over the past 7 years has been drastically curtailed because of a building moratorium that has only recently been eased.
2. Sufficient land areas do exist in the city with appropriate zoning to accommodate projected residential development. Land is available in each of the major zoning categories, and a sufficient supply of single subdivided lots exists, to meet projected demand for the five-year period of this plan.
3. The City's water equivalency program is the only significant and atypical governmental constraint to housing in Morro Bay, and there is hope that this program will not operate to the disadvantage of the City's ability to achieve a rate of 70 units per year (the rate determined to be needed to meet the community's projected housing need in Section 1.4a).
4. Private market constraints appear to be the main reason for the presence of a higher-than-average rate of deteriorated housing in a neighborhood located generally east of Main Street and north of Elena Street. A rehabilitation program may be targeted for this area to assist private efforts in this neighborhood.

## C. OBJECTIVES, POLICIES AND PROGRAMS

### OBJECTIVES

The overall housing goal of the City of Morro Bay may be stated in terms similar to that of State and Federal housing law:

Housing Goal: It is the goal of the City of Morro Bay that all residents of this community have a decent home and a suitable living environment. Furthermore, the City recognizes that the availability of housing is of vital importance, and that it is a high priority to attain decent housing and a suitable living environment for every Morro Bay household. (HE-42)

#### 1. Generalized Housing Objectives:

- (a) Provide adequate sites with appropriate zoning and development standards, and with public services and facilities, to facilitate and encourage the development of a variety of types of housing for all income levels, including rental housing, factory-built housing, and mobilehomes.
- (b) Provide adequate housing to meet the needs of low and moderate-income households, to the extent feasible.
- (c) Reduce and/or eliminate unnecessary constraints to the production of adequate housing, both governmental and private-market, wherever possible.
- (d) Conserve and improve the existing stock of affordable housing for low and moderate-income households, to the extent feasible.
- (e) Provide housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, or other arbitrary factors.
- (f) Reduce residential energy use wherever feasible in order to help decrease housing costs and conserve energy resources.

#### 2. Quantified Objectives:

- (a) Construction Objective: In order to account for projected growth and replacement of the existing housing stock, the City of Morro Bay will encourage the development of an average of about 70 units per year through 1989.

The City also seeks to assure a balanced supply of new housing to meet the needs of renters and buyers, and for all income ranges. The balancing objective can be expressed by means of the following table:

Table 25:  
Housing Construction Objectives, 1985 to 1990  
by Income Group

Income Group	Number of Units		Percent of Total*
	Annual	Five-Year	
Very Low	23	108	31 %
Low	11	52	15 %
Moderate	14	70	20 %
Above Moderate	24	120	34 %
Totals:	70	350	100 %

Percentage factors derived from San Luis Obispo County Housing Needs Plan, State Dep't. of Housing & Community Development, March 1984. (HE-44)

- (b) Rehabilitation Objective: The City will work to achieve the rehabilitation of 25 dwelling units per year over the next 8 years, to the extent that State, Federal, or bond funds are available. This objective seeks to achieve the upgrading of all 201 deteriorated units identified in the Housing Condition Survey of November, 1984, within just over eight years.

This rehabilitation program will probably be concentrated in the area east of Highway One and north of Avalon Streets (Enumeration Districts 76U, 77T, and 77U). This area has been identified as having more than 5% of the housing stock in need of rehabilitation. Housing units throughout the city should be eligible for benefits from the rehab program, however. (HE-45)

- (c) Replacement Objective: The City will seek to remove by appropriate means all seven dilapidated units identified in the Housing Condition Survey over the five-year time frame of this plan. Such units are, by definition, considered to be in such a state of disrepair that rehabilitation is not feasible, and occupation of these units on a long-term basis poses a significant threat to health and safety of the occupants. (HE-45)

- (d) Conservation Objective: Conserve the existing housing stock by avoiding actions that would adversely affect existing units or neighborhoods, such as rezoning to non-residential uses, approval of major demolitions without replacement housing, or major public works facilities that would displace housing. Given a successful rehabilitation effort, there should be few or no housing units determined to be in a "deteriorated" condition in 1989. (HE-45)



## POLICIES AND PROGRAMS

POLICY HE-1: The City will continue to exercise its planning and zoning powers and environmental review to encourage compact patterns of growth and the appropriate development of suitable sites for residential use. Density bonuses as provided in current State law will be considered for incorporation into local ordinances in order to facilitate in-fill development. (HE-1.1 46)

Program HE-1.1: The City will initiate an ordinance granting density bonuses to developers who agree to provide at least 25% of their units at prices or rents affordable for low or moderate households. This bonus will be in accordance with the provisions of Government Code Section 65915, and will provide that such units be affordable on a continuing basis. (HE-3.3 58)

Source of Funding: General fund.

Responsible Agency: Community Development Department to initiate ordinance for density bonuses.

Time Frame: 1986.

POLICY HE-2: The City will continue the existing Water Recovery Program to make water equivalencies available for issuance under the Water Allocation Program. (HE-1.2 46)

Program HE-2.1: The City will continue those actions presently underway in the City Public Works Department to confirm existing water rights and provide additional sources of water. The City will also act to assure that new residential construction does not, on the average, fall substantially below the 70-unit per year limit established by Measure F in the 1984 election.

In the event that housing production falls significantly below 70 units per year, on the average, from 1984 through 1986, and if this shortfall is determined to be due to the Water Equivalency Allocation Program, the City will request an alternative Water Equivalency allocation formula from the State Coastal Commission that assures housing an improved status vis-a-vis non-residential uses in the issuance of water equivalencies. (HE-3.1 57)

Source of Financing: City General Fund, plus related funding for Water Management Program from the Water Capital Fund. (\$1.5 million DWR loan for accelerated water line replacement program may be considered to be part of this program).



Responsible Agency: City Public Works Department and Community Development Department (Community Development staff to initiate revision to Water Equivalency program if warranted).

Time Frame: On-going commitment to water management plan implementation. Review of residential construction rate and follow-up application to the Coastal Commission (if necessary): 1987.

POLICY HE-3: The City will maintain existing zoning districts that provide for a mix of residential and visitor-serving commercial uses in the downtown. (No specific program reference). (HE-1.3 46)

POLICY HE-4: The City will maintain the existing Residential Priorities in the Water Recovery Allocation Program (See Table \_\_\_), which gives priority for water equivalencies to projects affordable to low-moderate income households. (No specific program reference). (HE-2.1 46)

POLICY HE-5: The City will review the provisions of the new Off-site Water Conservation (retrofit) program that allows developers to earn water equivalencies by retrofitting older units; assure that a significant part of any equivalencies contributed to the City's inventory by means of this program are utilized primarily for affordable housing. (HE-2.2 46)

Program HE-5.1: The City Council has recently adopted an ordinance amending their Water Equivalency Program to permit developers to obtain water equivalencies through off-site retrofit of older uses to achieve water conservation. Developers must contribute half of the equivalencies earned by the retrofit to the City's inventory. This program is described in more detail in the previous section. This program will be implemented in 1985. The City will consider incorporating a provision into this program that would reserve for affordable housing projects all or a portion of the equivalencies contributed to the City's inventory by this program. (HE-1.1 53)

Source of Funding: General Fund (minor cost impact).

Responsible Agency: Community Development Department.

Time Frame: 1985.

POLICY HE-6: The City will create an ordinance providing for the addition of second "granny flat" units on qualifying lots. In accordance with State law, the City will consider such granny

flats exempt from the provisions of Measure F, and will amend the operating guidelines for implementing Measure F to exempt such second units from the terms of the 70-unit per year limit created by that initiative. (HE-2.3 46)

Program HE-6.1: The City will consider an ordinance allowing development of second units (granny flats) in R-1 as well as higher-density areas. The ordinance would establish criteria for minimum lot size; maximum floor area; age or income limits for occupants; relation to the existing unit; adequacy of water, sewer, and street access; etc. pursuant to Government Code Section 65852.2. Pending adoption of this ordinance, the City will review applications for second units in any residential zone on the basis of Government Code Section 65852.1 and 65852.2(b). (HE-1.2 53)

Source of Funding: General Fund.

Responsible Agency: Community Development Department to initiate ordinance amendment.

Time Frame: 1985.

Program HE-6.2: If an ordinance regulating second units is adopted, the City will interpret the provisions of Measure F to exempt second units from the annual 70-unit limitation. In order to qualify for an exemption, however, such second units will have to meet the criteria established in the ordinance (see Program HE- 5.1), and no new water service will be allowed to be created. (Water equivalencies will still be needed, however).

This exemption is necessary in light of Section 62852.2(a) of the Government Code, which states that "second units ... shall not be considered in the application of any local ordinance, policy, or program to limit residential growth." (HE-1.3 47)

Source of Funding: General Fund.

Responsible Agency: Community Development Department to initiate ordinance amendment.

Time Frame: 1985.

POLICY HE-7: The City will continue to implement the provisions of SB 626, providing for a review of any market-rate housing project regarding the feasibility of providing affordable housing. (HE-2.4 47)

Program HE-7.1: The City will continue to implement the provisions of SB 626, which requires (among other things) a review of the feasibility of constructing low or moderate-

income housing units in all residential development in the coastal zone (which includes all Morro Bay neighborhoods). Pursuant to recent amendments to SB 626 (Section 65588 of the Government Code), the following data have been assembled with respect to housing opportunities for low and moderate-income households:

- A total of 168 units have been approved for construction by the City of Morro Bay between January 1, 1982 and December 31, 1984.
- No units for Low and moderate-income households have been required to be provided within the city pursuant to SB 626 or other legislation.
- No multi-family units occupied by low and moderate-income households were authorized to be demolished or converted since January 1, 1982 except some to accommodate small mixed-use development in the Visitor-serving Commercial Zone. Accordingly, there have also been no units for low and moderate-income households required within the city to replace those demolished or converted. (HE-3.6 60)

Program HE-7.2: The City will continue to review requests for demolition or conversion of low and moderate-income housing and will require replacement units to be provided where such demolition or conversion would occur. In addition, the City will continue to require a feasibility study from any development of over 10 units to demonstrate whether low and moderate-income housing can be provided within the project, and if demonstrated feasible the City is requiring provision of the affordable units within the project. (HE-3.6 60)

Program HE-7.3: The City will entertain on a case-by-case basis the possibility of using sites within Morro Bay for replacement housing for affordable units that are converted or demolished elsewhere in the Coastal Zone. For example, the City will work with the Coastal Conservancy or other private groups to utilize in-lieu fees contributed by developers outside Morro Bay for replacement units within the City. (HE-3.6 60)

Source of Funding (for HE-7.1 through HE-7.3): General Fund.

Responsible Agency: Community Development Department.

Time Frame: On-going.



POLICY HE-8: The City will review ways in which it can provide incentives to developers to provide such "inclusionary" housing on a voluntary basis, consistent with the requirements that such units be affordable on a continuing basis for a certain period of time. (HE-2.5 47)

Program HE-8.1: The City will work with qualified non-profit or for-profit housing developers who wish to apply for available State or Federal funding assistance to construct new housing available to low and moderate-income households. The City shall contribute to efforts of a prospective developer to obtain the most appropriate source of such funding in light of housing needs identified in the Housing Element. Special attention should be given to the 10-acre Texaco property along Main Street above Sequoia Street (See Table HE-23 and Figure HE-7); this site appears to be especially suitable for assisted housing, particularly for a combination of rental and self-help housing. (HE-3.2, See also Program HE-1.1 58)

Source of Financing: City staff time to be funded from General Fund; source of State or Federal funds will depend on nature of developer, housing needs to be met by the project, and availability of funding. State Rural Land Pre-Development program or Farmers Home Administration Section 515 program funding will be investigated.

Responsible Agency: Community Development Department, working with housing developer(s).

Time Frame: Depends on identification of interested developer(s); ongoing until a project is built.

POLICY HE-9: The City will cooperate with the San Luis Obispo City Housing Authority, the County of San Luis Obispo, and other area cities and interest groups to establish a county-wide housing authority or an equivalent program giving improved housing services to the residents of Morro Bay. (HE-2.4 47)

Program HE-9.1: Since 1968, there has been no active County Housing Authority. The Board of Supervisors is now considering the re-activation of such an agency to work with cities and local housing developers to qualify for available State and Federal funds and financing authority. In the past, the City has adopted a resolution of support for such a County Housing Authority, and will continue to communicate such support to the Board of Supervisors. City staff will also cooperate with County officials in coordinated grant applications, administration of Housing Authority programs, and governance of the Housing Authority as warranted. Until



such a County-wide Housing Authority is created and operational, the City of Morro Bay will continue to work with the San Luis Obispo City Housing Authority to provide Section 8 Rental Assistance to eligible Morro Bay renters. (HE-4.1 61)

Source of Funding: None needed; long-term expense of the Housing Authority will be self-supporting.

Responsible Agency: City Administrator and Community Development Department.

Time Frame: 1985.

POLICY HE-10: The City will continue its efforts to secure additional water supplies--both short and long-term--to assure that an orderly rate of residential development is maintained and that appropriate development of suitable sites is not unduly delayed for lack of available water. (Reference: Program HE-2.1) (HE-3.1 47)

POLICY HE-11: The City will review opportunities to cooperate with private developers to seek grant funds or other assistance to reduce excessive costs of major infrastructure items necessary to support residential development, e.g. sewer, storm drainage, curb/gutter/side walk, etc. (HE-3.2 47)

Program HE-11.1: The City will seek ways to reduce the cost of, or where appropriate to assist in financing for, major infrastructure items for residential development. These costs include such expensive items as sewer lines, curb/gutter/sidewalk, and storm drainage facilities. The City's authority will be targeted toward downtown neighborhoods where housing developers would use the benefits from such cost reductions to reduce the cost of housing for low or moderate-income persons. (HE-3.4) (Reference also Program HE-8.1 58-59)

Source of Funding: The City is already applying to the Coastal Conservancy for funds from the California Urban Waterfront Restoration Financing Agency (CUWRFA) to pay for major sewer replacement costs in the downtown waterfront area. This funding is not related to housing development, but provision of the enlarged sewer line will enable higher-density housing projects in some parts of the downtown area to be developed on a more cost-effective basis. This is an example of the type of infrastructure that can be funded with State or

Federal Funds to make housing more affordable in the city. Other examples include major storm drain works, water system or road improvements, etc.

Responsible Agency: City Administrator, Community Development, and Public Works Departments.

Time Frame: On-going.

POLICY HE-12: The City will investigate ways to overcome private-market constraints to rehabilitation, such as the potential resistance to upgrading in the area of double-fronted lots discussed in the section on Housing Constraints.

Program HE-12.1: The City shall prepare a study investigating whether it is feasible to abandon and sell at little or no cost to adjacent property owners the right-of-way of alternating streets in the neighborhood bounded by Sequoia on the north, Greenwood on the east, Elena on the south, and Alder on the west. The streets to be abandoned would either be Birch, Dogwood, and/or Fir or Alder, Cedar, and/or Elm. The right-of-way to be abandoned could be used to construct granny units, enlarge existing homes, or simply as back-yard area. The City will seek State or Federal funding to help property owners re-orient driveway and/or garage access points and home facades, as well as to permit modest improvements within the abandoned streets.

This abandonment and improvement program will help to rehabilitate a neighborhood which presently has the highest percentage of deteriorating units in the city. It will do so by improving street appearance and enhancing property values. Security from intruders would also be improved by the street abandonment. More housing units might be added to the housing stock through the granny unit program. (HE-1.4 54)

Source of Funding: General Fund, although the City may find early in their investigation that the study could be funded through grant sources. One program that should be considered is to use tax-exempt revenue bonds for rehabilitation within this area (see Program HE-12.4). Proceeds of the bonds could be used for feasibility study and administrative costs, as well as for rehabilitation loans to property owners at attractive interest rates. Another option would be the use of tax increment financing.

Responsible Agency: Community Development Department, working with the City Administrator and Public Works Department.

Time Frame: 1986-87 for consultant study.

Program HE-12.2: The City will cooperate with the Peoples Self-Help Housing Corporation to prepare a grant application to the State Housing and Community Development Department (HCD) for housing rehabilitation. The program will seek to rehabilitate 20-30 homes in both rental and owner-occupied units within the first year, and a like commitment for future years if successful and if funding is available. Where this program has been established in Oceano and Guadalupe under the Peoples Self-Help auspices, homeowners are eligible for rehab loans covering building materials at 3% interest, with labor supplied by a separate grant. The specific arrangements of the proposed Morro Bay rehab program have not been established at this time. (HE-2.1 55)

Source of Funding: HUD Community Development Block Grant funds, administered by HCD through the Small Cities Block Grant program.

Responsible Agency: Community Development Department, working with the City Administrator.

Time Frame: 1985, with actual rehabilitation work scheduled to begin as soon as grant funds are awarded (probably January, 1986).

Program HE-12-3: The City will cooperate with local non-profit entities in preparing a companion grant proposal to the Small Cities Block Grant program application to obtain a State funding commitment from the Deferred Payment Rehabilitation Loan program. This program will permit loans of up to \$10,000/unit to address code violations and health and safety problems. No annual payments are required; interest is accrued at a rate of 3% and the loan repayment is deferred for up to 30 years. This program will be targeted toward the 7 known dilapidated units; criteria appear to be more strict as to eligible units and the amount of funding appears to be much smaller. (HE-2.2 56)

Source of Funding: State Deferred Payment Rehabilitation Loan Program.

Responsible Agency: Community Development Department, working with qualified non-profit entity.

Time Frame: 1987-8.

Program HE-12.4: The City will study the issuance of city-sponsored or California Housing Finance Agency-sponsored bonds to generate funds for housing rehabilitation and/or new construction. CHFA bonds will be available for reservation on an RFP basis beginning mid-1985, although the City could proceed with its own bond program at any time. These programs are authorized by new State and Federal



legislation, and private lenders and developers have found it increasingly attractive to utilize these tax-exempt bonds for housing finance. (HE-3.5 59)

Source of Funding: Initial costs, City general fund. Program costs will be financed through the bond funds.

Responsible Agency: City Administrator and Community Development Department.

Time Frame: 1988-89 (although earlier study may be warranted upon a request by a private developer).

POLICY HE-13: The City will cooperate with private, non-profit housing sponsors in seeking State and Federal assistance for a major housing rehabilitation program. (HE 4.1) (Reference: Program HE-12.3, Rehabilitation Program/Small Cities Block Grant 48).

POLICY HE-14: The City will investigate the feasibility of issuing tax-exempt mortgage-backed revenue bonds to assist residents of Morro Bay with below-market rate financing for rehabilitation. (Reference: Program HE-12.4 48).

POLICY HE-15: The City will seek the removal and replacement of all dilapidated units in the community, and help provide as necessary for the relocation of residents. (HE 4.3) (Reference also Program HE-12.3, Deferred Payment Rehabilitation Loan Program 48).

Program HE-15.1: The City will, as part of its rehabilitation program, identify owners of substandard rental housing and offer whatever means of financing may be available for rehabilitation. Where the owner does not make use of this or other conventional financing to remove clear health and safety problems, the City will exercise its authority under Section 17274 of the Revenue and Taxation Code to issue written notice of noncompliance with applicable state or local codes. Upon expiration of the compliance period specified in the notice, the City will work with the Franchise Tax Board as provided in the statute to deny State Income Tax deductions for interest, taxes, depreciation, or amortization on such property. (HE 2.3 56)

Source of Funding: Small Cities Block Grant and/or Deferred Payment Rehab Loan program.

Responsible Agency: Community Development Department, Building Division.

Time Frame: 1985.



POLICY HE-16: The City will provide information to its residents regarding State and Federal codes assuring that opportunities for housing are not denied to any persons on account of race, religion, sex, marital status, ancestry, national origin, color, or other arbitrary factors. (HE 5.1 48)

Program HE-16.1: The City will distribute information about the program offered by the Fair Employment and Housing Department to interested citizens. If called upon by FEHD staff, City staff will cooperate in resolving cases of alleged discrimination. No City funds in housing rehab or new construction programs shall be used to subsidize projects where a landowner or developer is known to the City as having a record of discrimination practices. (HE-4.2)

Source of Funding: None necessary.

Responsible Agency: Community Development Department.

Time Frame: On-going.

POLICY HE-17: The City will encourage the continued affordability of both rental and ownership housing by implementing existing codes that require energy conservation measures in all proposed development. (HE 6.1 48)

Program HE-17.1: The City will continue to implement existing State codes requiring energy conservation measures in new construction. In addition, City staff will work with local gas and electrical utilities to promote their energy conservation programs for eligible homeowners. Information about such programs shall be kept in a visible place in City Hall, and rehabilitation program loan recipients will be informed about the availability of tax credits for energy-conserving measures in their homes. (HE- 4.3 62)

Source of Funding: None necessary.

Responsible Agency: Community Development Department.

Time Frame: On-going.

POLICY HE-18: The City will consider proportional funding assistance for a county-wide emergency shelter facility to assist with temporary housing for homeless persons and households. (HE-7 48)

#### D. HOUSING PROGRAMS

The State Housing Element law requires that a Housing Element contain a program that "sets forth a five-year schedule of actions the (city) is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element." This program may include land use and development controls, provision of regulatory incentives, and utilization of available federal and state financing and subsidy programs. The program shall attempt to respond to each of the first five of the six goals stated in Section 3 above. [Reference: Government Code Section 65583(c)].

The following programs were developed to implement all six goals set forth in Section 3. Each program is identified with respect to the following five items, as required by Section 6450 of the State Housing Element Guidelines:

1. The specific objective to be addressed (i.e. New Construction, Rehabilitation, Conservation, or Equal Housing Opportunities).
2. The actions to be taken.
3. The source of financing for the program (if any is needed).
4. The agency or unit of the City government that will be responsible for implementing the program.
5. The time frame for accomplishing the program.

This section of the Housing Element will first describe the current housing programs available to the citizens of Morro Bay, then present a variety of additional programs intended to implement the Housing Element goals, objectives, and policies.

##### 1. Current Housing Program

The City of Morro Bay currently has no established housing program and provides no housing services directly to citizens. The land use regulations administered by the Community Development Department do indirectly affect housing, but these services are confined largely to processing of land use and building permits as required by State law and City codes. (See above discussion in Section 2.3 concerning the effect of these regulations on housing production).

Three housing programs are administered by other agencies with Federal funds and are available to the citizens of Morro Bay and to all citizens in the County:

- Rental assistance is available through the Section 8 program of the San Luis Obispo City Housing Authority;
- Homeownership subsidies are available through the Farmers Home Administration; and
- Rehabilitation loans and grant coordination services are available through the Farmers Home Administration and organizations such as the Peoples Self-Help Housing Corporation, which assists homeowners to take advantage of Social Security funds as well as other sources of money, available for home repairs and, occasionally, major modification.

#### Rental Assistance

The Section 8 Rental Assistance Program is administered by the SLO City Housing Authority with funding from the U.S. Department of Housing and Urban Development. The program provides rental supplement payments to low-income persons for the amount of rent paid in excess of the 25% of the recipient's gross income. In addition to meeting income guidelines, eligible applicants must meet household size and age criteria and must select a living unit which does not exceed the fair market rent for similar units in the market area.

Under the Section 8 Program, the SLO Housing Authority has provided rent subsidies since 1974 to qualified very low-income residents who live in any of the cities or unincorporated areas of San Luis Obispo County. As of April, 1984, twenty-eight households in Morro Bay were receiving such assistance. At this time, however, the program is not accepting new applicants; over 1000 persons are now on the waiting list to receive available rent supplements.

#### Homeownership Assistance

Homeownership subsidies are available through the Farmers Home Administration under their Section 502 Rural Housing Loan Program. These loans are available for qualified purchasers only within communities of less than 10,000 in population. The FmHA charges below-market rate 7/8% interest on their loans, and require that applicants demonstrate that they do not qualify for conventional loans. The County FmHA office is in Arroyo Grande.



Loan packaging services and construction supervision services for Section 502 projects are also available Countywide through a non-profit corporation headquartered in San Luis Obispo, the Peoples Self-Help Housing Corporation. This FmHA-funded organization does not presently have any construction projects in Morro Bay, however other organizations have completed FmHA housing projects in the City.

#### Rehabilitation Assistance

The Farmers Home Administration also provides rehabilitation loans through its Section 504 program for qualified homeowners, and grants are available to low-income elderly homeowners, 62 years and older. Loan amounts and terms vary with income, age, and the status of the home repair, but most loans carry an interest rate of 1% and are payable in 10-20 years. Restrictions are imposed on sale of a recipient home for 3 years.

Another program for rehabilitation is an often-overlooked provision of the Social Security Act, which provides to Supplemental Security Income (SSI) recipients a combination of grant monies for minor home repair. These funds can together be packaged to a \$1500 grant (\$300/year as an entitlement for qualified home repairs, \$450 for a one-time replacement item in a recipient's home, and \$750 for a home modification for certain qualified purposes). These funds are often too little to accomplish major repairs needed in some deteriorating dwellings, such as new roofs, foundation repairs, or major plumbing repairs; but painting and roof resurfacing, new doors and screens, and other items can often be covered by these SSI grants for residents who wish to take advantage of the available funds.

The County Economic Opportunity Commission operates a Home Weatherization program available to low-income persons and senior citizens receiving SSI payments; their staff has indicated that Morro Bay residents do not appear to be taking advantage of this program in the numbers warranted by local demographic data. In addition, the People's Self-Help Housing Corporation, working with a grant from the Area Agency on Aging, provides services to eligible homeowners in meeting the various criteria imposed by the County Department of Social Services in qualifying for these grants and coordinating with local contractors to achieve these repairs. Many mobile-home owners in Morro Bay have used this service within recent years, although there probably are many SSI recipients who still do not take advantage of the program.

#### Other Programs

The above programs are the most important on-going commitments by other agencies or organizations that help meet the objectives set forth in this Housing Element. There are two other minor programs, however, that deserve mention. These are



the Senior Home Share program funded by the Area Agency on Aging and the Fair Housing program administered by the State Department of Fair Employment and Housing.

The Senior Home Share program is a small office in San Luis Obispo that serves as a placement service for those homeowners of all ages that wish to share their home with a senior citizen seeking a shared unit. Senior Home Share has placed only three residents of Morro Bay, as of late 1984, in households within the city, and an unknown number throughout the county. Many of the seekers in the program are rural-area seniors who need some personal care attention to live independently, and the ideal home for them to share would be a younger household where one or more members can take the time to provide the care needed. The Senior Home Share office is only open 16 hours per week, and will shortly be losing their funding from the Area Agency on Aging.

The Fair Housing program in the State Department of Fair Employment and Housing is administered from an office in Ventura. This office attempts to resolve complaints by prospective tenants or purchasers of discrimination by realtors or landlords in their search for housing. Records for fair housing complaints from residents of Morro Bay were unavailable, although staff in the Ventura office recalled that their services had been requested on occasion in the community.

## 2. Proposed Housing Programs

These have been incorporated in the Policy/Program section starting on page VI-46.





## VIII. ACCESS AND RECREATION ELEMENT

- A. Authority and Purpose VIII-1
- B. Existing Conditions and Issues VIII-1
  - 1. Existing Conditions VIII-1
  - a. Access VIII-1
    - 1. Lateral Access VIII-2
    - 2. Vertical Access VIII-2
    - 3. Bluff-top Access VIII-2
    - 4. Visual Access VIII-2
  - b. Recreation VIII-6
    - 2. Issues VIII-10
  - a. Access VIII-10
    - 1. Funding VIII-19
    - 2. Present Ordinances VIII-10
    - 3. Circulation VIII-10
    - 4. Parking VIII-10
    - 5. Bicycle and Pedestrian Access VIII-10
    - 6. Continuous Lateral Access VIII-10
    - 7. Access in Waterfront Areas VIII-10
    - 8. Vertical Access VIII-10
    - 9. Public Access Guidelines VIII-11
  - b. Recreational Priorities VIII-11
    - 1. High Priority Needs VIII-11
    - 2. Medium Priority Needs VIII-11
    - 3. Low Priority Needs VIII-12
  - c. Public Recreational Constraints VIII-12
    - 1. Funding VIII-12
    - 2. Legal Settlements VIII-12
    - 3. Recreational Boating and Commercial Fishing Conflicts VIII-12
  - d. Planning Area Issues VIII-12
    - 1. Area 1 - North Morro Bay VIII-12
    - 2. Area 2 - Atascadero Beach VIII-13
    - 3. Areas 3 and 4 - Del Mar and Morro Highlands VIII-13
    - 4. Area 5 - Morro Rock VIII-13
    - 5. Area 6 - Bay Front VIII-14
    - 6. Area 7 - Central Morro Bay VIII-14
    - 7. Area 8 - State Park VIII-15
    - 8. Area 9 - Sand Spit VIII-15

### C. Objective, Policies and Programs VIII-16

#### Policies and Programs by Planning Area VIII-17

- a. Area 1 - North Morro Bay VIII-17
- b. Area 2 - Cloisters VIII-19
- c. Area 5 - Morro Rock VIII-21
- d. Area 6 - Bayfront VIII-22
- e. Area 7 - Central Morro Bay VIII-25
- f. Area 8 - Morro Bay State Park VIII-26





FIGURE VIII  
ACCESS AND RECREATION ELEMENT  
LIST OF FIGURES

<u>Figure</u>		<u>Page</u>
1	Coastal Physical Characteristic	4
2	Existing Shoreline Access	5
3	Recreational Activity Inventory	8
4	Public Ownership	9

LIST OF TABLES

<u>Tables</u>		
1	Coastal Physical Characteristic	3
2	Existing Outdoor Recreation Facilities	7



## VIII - ACCESS AND RECREATION ELEMENT

### A. AUTHORITY AND PURPOSE

The specific public access policies of the coastal Act implicitly recognize that escalating coastal land values and the increasing demands of the private market for coastal land pose a threat to continuance of public right to have access to the coast. To insure that the public's constitutional right to have access to the coast will be enhanced and protected by local policy, the coastal act requires the following:

"Each local coastal program prepared pursuant to this chapter (Chapter 1 of the Coastal Act) shall contain a specific public access component to assure that maximum public access to the coast and public recreation areas is provided." (Section 30500 of the Coastal Act.)

The primary purpose of the access component of the LCP is to describe in detail the ways in which local conditions do or do not conform to Coastal Act policies, and to recommend local policies and actions to correct non-conforming conditions. Because of the extent of overlap between concerns relevant to shoreline access and those involving coastal recreation, policies and plans concerning both are addressed together. Morro Bay enjoys an exceptionally large amount of shoreline public access and recreational opportunities, and some of these opportunities have the capability to be expanded or enhanced. With applicable policies and programs in addition to those existing in the City, access and recreational opportunities can be guaranteed to be in compliance with the requirements of the Coastal Act.

### B. EXISTING CONDITIONS AND ISSUES

#### 1. EXISTING CONDITIONS

a. Access: Morro Bay is a community with a wealth of existing access, and with good planning access opportunities can be improved or expanded. There are a total of 10.75 linear miles of ocean and bayfront shoreline that fall within the City limits. Approximately 95.5% of the shoreline is presently open to lateral access. Moreover, existing vertical public access is provided along virtually all segments of the shoreline. One of the primary intentions of the city is to maintain the abundance of existing access and further maximize access in new development, consistent with the provisions of the Coastal Act. (LCP modified pg. 35)

The majority of the City coastline is dominated by flat sandy beaches that rise to dunes or short coastal bluffs. Significant portions of the City's bayfront are lined by manmade



rock revetments or consumed by waterfront structures. Coastal bluffs and isolated natural rock outcroppings, the most notable of which is Morro Rock, make up a relatively small portion of the City's shoreline. The coastal physical characteristics are summarized in Table AR-1 and are shown on Figure AR-1. (LCP modified; pg. 35)

The State Coastal Zone Conservation Commission Interpretive Guidelines for Shoreline Access identifies four types of access; lateral, vertical, bluff-top and visual. Figure AR-2 shows access locations for the City by access type. The access types are discussed as follows as they relate to Morro Bay. (LCP p.35)

1. Lateral Access: Unencumbered lateral access, or access along and parallel to the shoreline, is ample in Morro Bay. An open sandy beach from Morro Rock northward provides lateral access without interference or hindrance of any kind. (LCP p.35)

2. Vertical Access: Vertical access, or that which allows the public to achieve access to the shoreline from the first public road, is available at a number of locations. Due to the relatively flat terrain of northern Morro Bay west of Highway One, access to northern beach areas is made easier than in some of the southern sections of the City where bluff-top terrain, waterfront revetments, and wall-to-wall waterfront construction have directed access to the shorelines through street-ends. There are at least 35 vertical access points along the shoreline and bluff tops. Access is provided to all beach and bayfront areas. (LCP p.37)

3. Bluff-Top Access: Lateral access across the bluff tops that form the backdrop of the City's Embarcadero area is available but is limited by the extensive building that has already occurred. Existing vertical access from the tops of coastal bluffs to beach areas or to the Embarcadero is adequately provided and is available for vehicles and pedestrians. (LCP p. 37)

4. Visual Access: Visual access to shoreline areas are discussed in the Visual Resources chapter. (LCP p. 37)





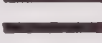


TABLE AR-1

## COASTAL PHYSICAL CHARACTERISTICS

<u>PHYSICAL CHARACTERISTICS</u>	<u>NUMBER OF LINEAL MILES</u>	<u>PERCENT OF TOTAL</u>
Sandy Beach	5.19	48.2
Land Based Beach	2.77	25.6
Sand Spit	2.42	22.6
Manmade Rock Revetment/ Waterfront Structures	2.07	19.3
Estuarine	2.01	18.6
Coastal Bluffs	0.75	7.0
Rocky Outcroppings	<u>0.73</u>	<u>6.9</u>
TOTALS:	10.75	100.0

# FIGURE AR-1

## COASTAL PHYSICAL CHARACTERISTICS

-  SANDY BEACH
-  COASTAL BLUFFS
-  ESTUARY
-  ROCK REVETMENT
-  DEVEL. ROCK REVETMENT
-  BULKHEADS
-  ROCK OUTCROPPINGS

Atascadero Beach Bluffs

Atascadero Beach

Dunes

Morro Rock City Beach

Morro Rock

Coleman Park

Embarcadero Bluffs

Embarcadero

Morro Bay Sandspit

Tidelands Park

Rock Park Tract

Bluffs

Fairbanks Point

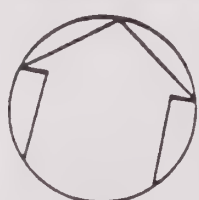
Windy Cove Beach

White Point

State Marina

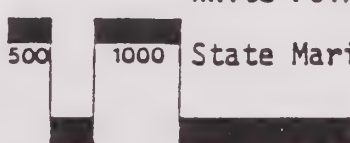
Morro Bay Estuary

## MORRO BAY LOCAL COASTAL PLAN



500

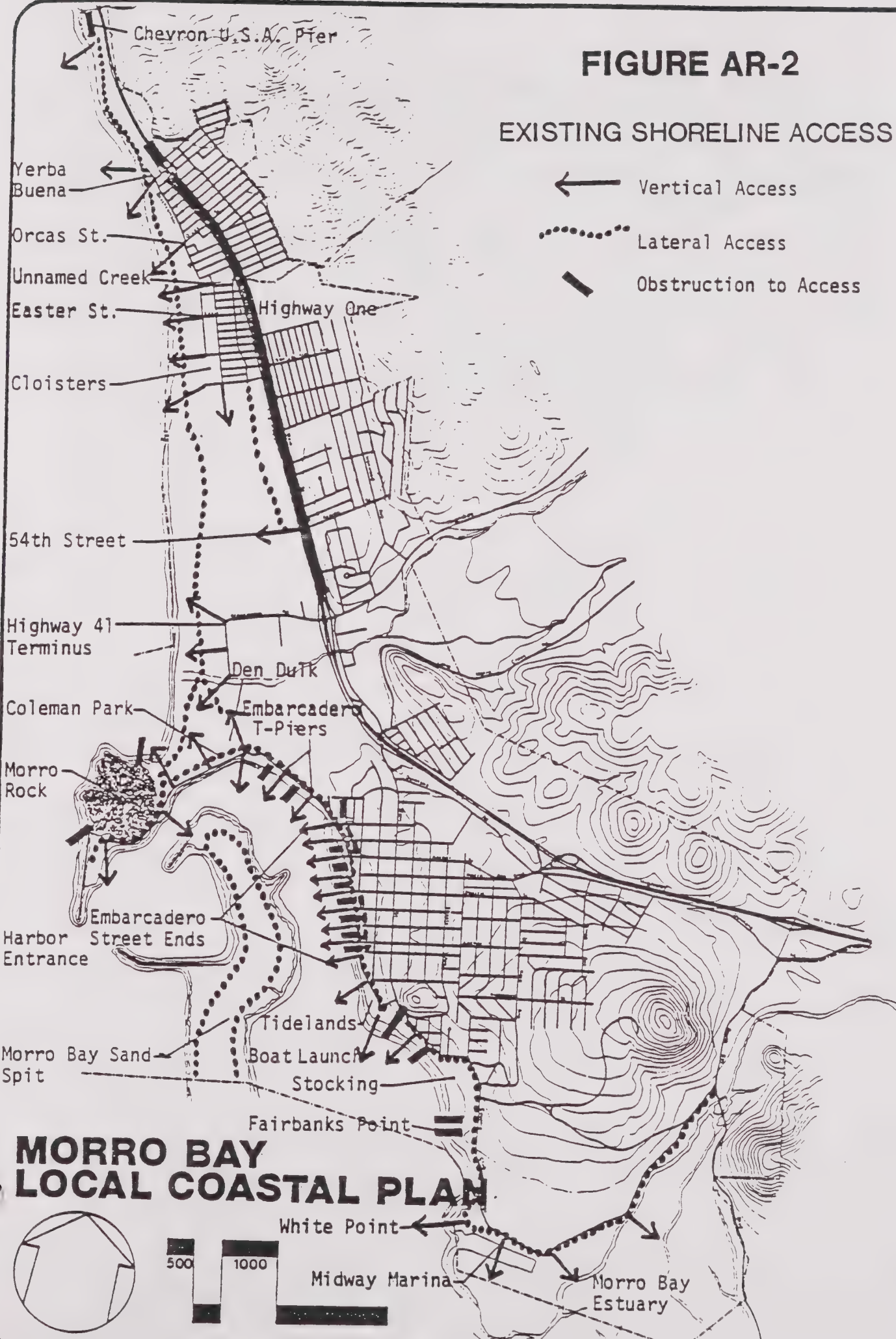
1000





**FIGURE AR-2**

**EXISTING SHORELINE ACCESS**





b. Recreation: As a community with high tourist demand and with three major state park installations (Morro Bay State Park, Atascadero State Park and Montana de Oro State Park), Morro Bay's shoreline offers a wide variety of shoreline recreational opportunities to both residents and tourists. Recreational opportunities, such as hiking, nature walks, and sightseeing, abound in Morro Bay. Water sports, such as surfing, fishing, diving, and recreational boating, are also prevalent along Morro Bay's shoreline areas. The state parks offer camping facilities, passive recreational opportunities, and active recreational facilities. In addition, San Luis Obispo County operates the Morro Bay Golf Course in Morro Bay State Park. (LCP p.40)

Figure AR-3 shows the location of recreational facilities in the City and Figure AR-4 gives ownership of public recreation areas. Table AR-2 gives the existing outdoor recreation facilities.

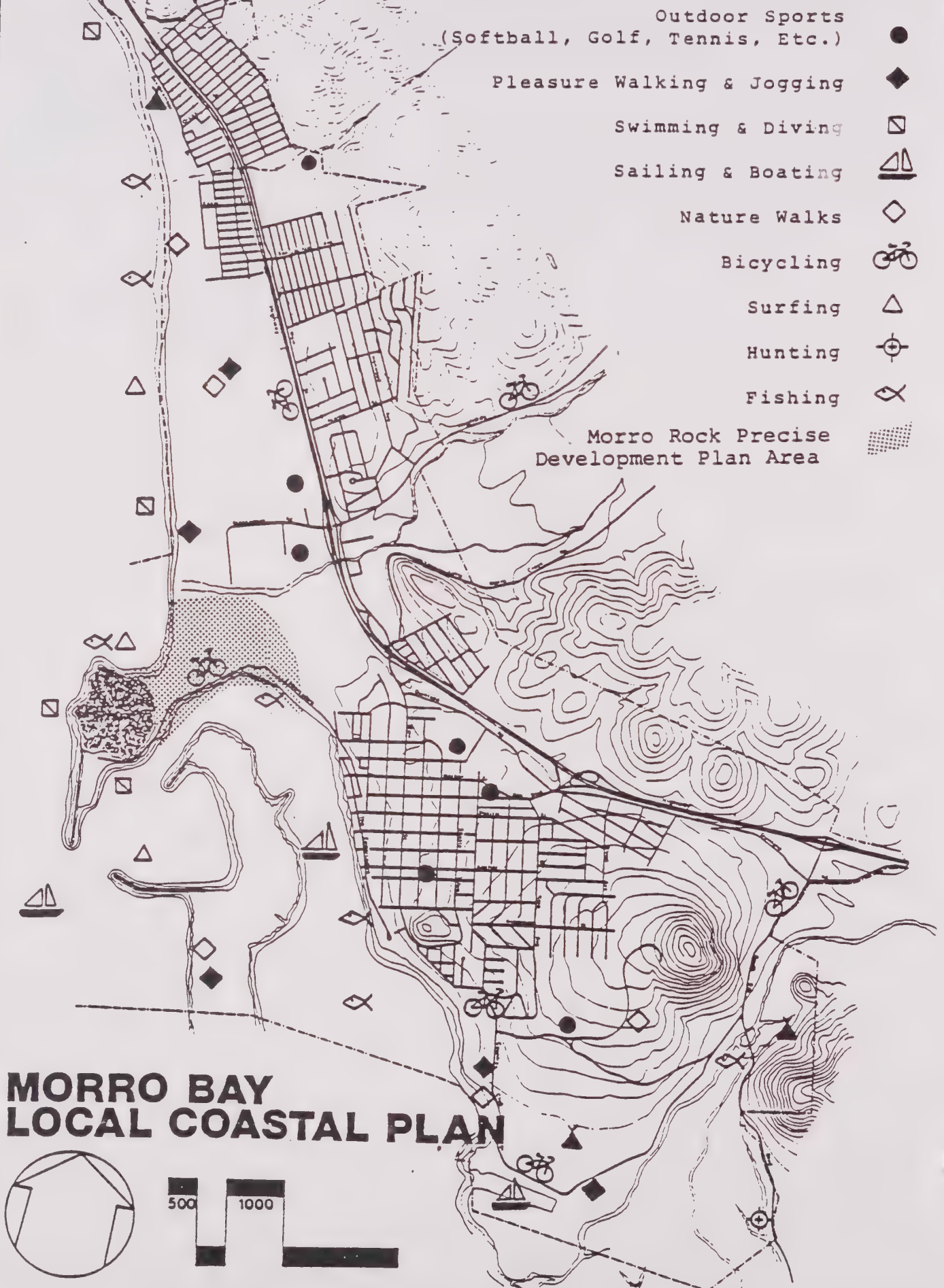
## TABLE AR-2

## EXISTING OUTDOOR RECREATION FACILITIES

FACILITY	SITE	EXISTING NUMBER
Soccer Field	Keiser Park	1
Picnic Shelter	Keiser Park	1
Picnic/Chessboard Tables	Del Mar, Dunes Street, Keiser, Morro Bay Park, Giant Chessboard, Coleman, Bayshore Bluffs	61
Baseball Diamonds	Morro Bay High School	2
Little League Diamonds	Keiser Park	2
Softball Diamonds	Keiser Park	2
Tennis Courts	Monte Young Park, Morro Bay High School	8
Basketball Courts	Morro Bay Park	1
Golf Course (18 hole)	Morro Bay State Park	1
Horseshoe Courts	Del Mar, Keiser Park	4
Swimming Pool	Morro Bay High School	1
Amphitheater	Del Mar Park	1
Playgrounds	Morro Bay, Coleman, Del Mar Keiser and Monte Young Parks	5
Shuffleboard	Morro Bay Park	1
Volleyball Courts	Keiser Park	2

# FIGURE AR-3

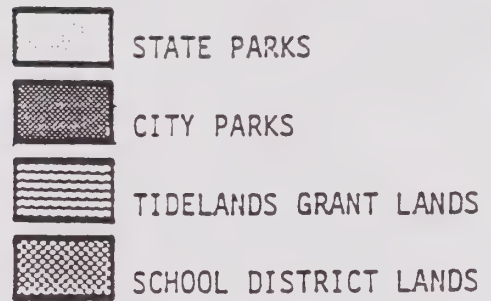
## RECREATIONAL ACTIVITY INVENTORY





**FIGURE AR-4**

**PUBLIC OWNERSHIP**



Atascadero  
Beach State Pk

Del Mar Park

Del Mar Elementary  
School

Morro Bay  
High School

Lila Keiser Park  
(leased from PG&E)

Morro Bay  
Elementary School

Morro Bay City Park

Monte Young Park

Morro Rock  
Wildlife Refuge

Coleman  
Park

Morro Bay  
Sand Spit

Embarcadero  
Tidelands

Montana De Oro  
State Park

Morro Bay  
State Park

**MORRO BAY  
LOCAL COASTAL PLAN**





## 2. ISSUES

a. Access: Although Morro Bay offers a wide variety of access and recreational opportunities for both visitors and residents, significant issues and constraints are present. The significant access considerations include the following:

1. Funding: The City has extremely limited funds to improve existing accessways, to acquire, maintain and develop new accessways, or to manage and maintain new waterfront parks and recreational facilities. Additionally, it must fulfill obligations assumed in the Tidelands Boundary Agreement which thus far have not been accomplished. (LCP, p.40)

2. Present Ordinances: The City's present zoning and subdivision ordinances will require review to ensure that acquisition or expansion of public access is provided for and meets Coastal Act policies. (LCP p.40)

3. Circulation: The City's present circulation system to and along the waterfront provides adequate accessibility to waterfront areas. (LCP p.40)

4. Parking: Parking in the much used, heavily developed waterfront areas along the embarcadero is barely adequate to meet the demands. Prospects to improve the situation, with the cooperation of landowners are considered good under present conditions. (LCP p.40) (see discussion in Circulation Element)

5. Bicycle and Pedestrian Access: Bicycle and pedestrian access is available but might be increased and better organized to provide maximum access potential (see discussion in Circulation Element). (LCP p.40)

6. Continuous Lateral Access: Continuous lateral access is provided but is not entirely contiguous to, nor does it necessarily need to be, contiguous to the waterfront. (LCP p.40)

7. Access in Waterfront Areas: Opportunities to expand more formal access in Morro Bay's waterfront areas could be constrained by complications and legal settlements surrounding the City's Tidelands Grant Lands. (LCP, p.42)

8. Vertical Access: Vertical access to the waterfront along the Embarcadero and Rock Park Tract areas is adequate, and is provided at all street-ends. Most of the developed areas are providing access to the City's residents and visitors. Among the City's project activities for access improvements, the Coastal Conservancy had given lower priority to sign improvements to these street-ends. (LCP, p.42)

9. Public Access Guidelines: The Coastal Conservancy and Coastal Commission have adopted standards and guidelines for public access ways improvements which must be adhered to by the City of Morro Bay in access projects of Conservancy funds are sued, and in order to receive Coastal Commission approval, City coastal permit issuance is ultimately dependent upon these standards and guidelines. (LCP, p.42)

b. Recreational Priorities: The City Recreation Department prepared a Parks and Recreational Facilities Plan, 1985-1990 (see the Appendix for the plan). the facilities plan presents a five year master plan for park and recreation facilities in the City. Although the plan was primarily to meet the needs of the City residents, it recognizes the secondary need to provide recreational facilities for visitors. Specifically, development of a community recreation center, development of the land known as "Morro Rock Park" and construction of tennis courts and lawn bowling greens were the major needs in the City as expressed by residents in public hearing. The following discussion identifies which needs, as expressed by the community, are considered priorities.

1. High Priority Needs: Two high priority needs were identified by the community. These were a community center and "Morro Rock Park". The community recreation center should include an arts center, senior services area, multi-purpose rooms, raquetball courts and hobby center such that all ages could recreate or meet. Funding for this type of improvement seems readily available in the grant programs. Significant public input was received no the need to "do something" with the Morro Rock area. A specific plan would be appropriate to determine the best recreational uses given the characteristics of the area. Funding may be available through the Coastal Conservancy since improvements at Morro Rock would provide enhances public access and recreational uses in keeping with Coastal Act policies.

2. Medium Priority Needs: Four medium priority needs were identified by the community and are: tennis courts, lawn bowling green, additional shuffleboard courts and phase 3 development of Tidelands Park. Tennis courts, lawn bowling greens and shuffleboard courts are not priority grant fundable projects at this time. Subdivision fees seem to be the best method to finance the development of these facilities. Emphasis by the City Council to complete the master plan and to continue development of Tidelands Park suggested that this is a high priority project. Grant funding has been available for this project.

3. Low Priority Needs: Some low priority needs are additional park acreage in the City to meet 1990 needs, a community garden development, and additional softball diamonds, basketball court, horseshoe court, amphitheater

and playgrounds. No expressed concern was given by the community for these specific facilities. No funding is readily available for projects of this nature.

c. Public Recreational Constraints: Morro Bay provides considerable acreage in public recreation use, including three state parks and nine public parks (LCP indicated four parks, p.42) in addition to private recreational provisions, there are three issues and constraints with respect to provision of recreational opportunities to the public. (LCP p.42)

1. Funding: the City is severely limited in funding to either provide additional public recreational opportunities or to conduct major improvements for existing facilities within its jurisdiction. the City has placed priorities on land acquisition and improvements, and is participating in government funding programs. (LCP p.42)

2. Legal Settlements: Opportunities to expand recreational areas in the City's waterfront areas could be further constrained by complications and legal settlements surrounding the City's Tidelands Grant Lands. (LCP p. 42)

3. Recreational Boating and Commercial Fishing Conflicts: Conflicts exist between the use of areas for recreational boating and commercial fishing. With regard to the siting of new developments, the Coastal Act provisions pertaining to priorities among uses dictate that some recreational activities must be subordinate to coastal-dependent uses. In addition, the bay has a limited boat carrying capacity due to the value of the tidelands as a bird sanctuary and sensitive habitat area. (LCP p.42)

d. Planning Area Issues:

1. Area 1 - North Morro Bay

a. Chevron U.S.A. Pier: This pier is no longer in existence; therefore the discussion is deleted. (LCP, modified p.43)

b. Atascadero Beach State Park: This long stretch of state-owned beach contains a 104-space campground and offers full lateral access along 10,000 linear feet of ocean frontage. (LCP p.43)

c. Beachcomber Drive: This bluff-top road parallels the beach and forms the backdrop to Atascadero Beach campground. It provides bluff-top lateral access as well as vertical access to the State Beach for pedestrians. Yerba Buena Street connects Beachcomber Drive with State Highway One and serves as the main vehicular access to Atascadero Beach Campground. (LCP p.43)



d. Hatteras Street: This street is no longer there. (LCP .43)

2. Area 2 - Atascadero Beach:

a. Cloisters Parcel: This state-owned, eight-acre parcel is located at the west end of San Jacinto Street. It was once the site of the old, long-removed Cloisters Hotel, and has been used historically and extensively for public access. This property is now an extension of Atascadero State Beach. (LCP, modified p.43)

b. Mixed Use Area G: This privately-owned 80 plus acre expanse of open land is situated between Morro Bay High School and Azure Street. It has also been used historically for lateral and vertical access. It contains a large area of sensitive sand dunes abutting the eastern edge of Atascadero State Beach. The area has been and continues to be the subject of land and road development proposals that could effect public access to the dunes and beach. Planning for the area needs to ensure a balance through the property, while at the same time conserving the sensitive plan and wildlife resources present. (LCP, modified p.43)

3. Areas 3 and 4 - Del Mar and Morro Highlands

a. Del Mar Park: Del Mar Park, one of the City's newest parks is in this area and is oriented to picnicking and children's play areas. A horseshoe pit and amphitheater are also located within the park. The park offers views of the ocean and wide grassy areas. Slated for this park within the next five years are 5 lighted tennis courts. (New text - Modifies LCP, p.44)

4. Area 5 - Morro Rock

a. State Highway 41 Terminus: The terminus of State Highway 41 abuts a large sandy beach known as Morro Rock City Beach, and provides access to the scenic dunes that flank the road. (LCP p.44)

b. Coleman Drive Area: The area is bounded by Morro Creek, the PG&E Morro Bay Power Plant, Morro Rock and the bay which offers extensive resources for public access. Use of this area will be constrained by the private ownership of the Den Dulk property at the critical junction of Coleman Drive and The Embarcadero, and by the unstable and ever advancing sand dunes. The sensitive environmental habitat of Morro Rock is a secondary constraint because it will limit the types of land uses in this area. (LCP p.44)



c. Morro Rock: The landmark of Morro Bay, Morro Rock, is owned by the state, and access is available to the base of the rock via Coleman Drive. (LCP p.44)

5. Area 6 - Bay Front

a. Embarcadero Area: This heavily developed section of the City serves a mixture of fishing and tourist uses and contains a variety of public vertical and lateral accesses. In addition, some private buildings offer public access to the water's edge. There are eight underimproved, publicly-owned street-ends which provide bayfront access. Stairways connecting the Embarcadero with the commercial areas above the bluffs that parallel the Embarcadero's eastern edge are present and offer unique opportunities for access in this most visited area of the City. (LCP p.44)

b. Tidelands Park: This largely vacant 1,200 foot stretch of waterfront at the southern end of the Embarcadero contains Morro Bay's only boat launch ramp. This facility was improved in 1985. With additional improvements as delineated in the specific plan for the park, this area will become a quality waterfront park, including provisions for lateral access, fishing platforms, berths and side ties, improved parking and passive park areas. (LCP p.44)

6. Area 7 - Central Morro Bay

a. Civic Area: The area between the new library and the elementary is slated to be restructured (including road revisions) to accommodate a community center. A long term plan by the school district is to change the use of the Morro Bay Elementary School from a school to a recreation area when there is no longer a demand for an elementary school at this location. (New)

b. Rock Park Tract: This waterfront area has been developed with a mixture of land uses. some of the long, narrow parcels stretching from the bulkheads and wharfs of the waterfront to Main Street have made provisions for limited vertical access, while others have posted no trespassing signs for both vertical and lateral access. This area has limited potential to provide lateral access along the bay. (LCP p.45)

c. Bayshore Village: A 72-unit condominium project is being developed on the 11-acre parcel. The project has dedicated to the City three acres of blufftop improved for use as a passive recreational park and accessway. To the immediate south in the State Park,

the Inn at Morro Bay restaurant encroaches over the bluffs and blocks lateral access south to the State Park, but vertical access is provided. Lateral access is available along Country Club Drive. (LCP p.45)

7. Area 8 - State Park

a. Morro Bay State Park: Forming the southern boundary of the City, the 1,452-acre state park contains a variety of access and recreation opportunities. White's Point, the Museum of Natural History, Windy Cove Beach, and Midway Marina offer substantial lateral and vertical access, while Fairbanks Point, just south of the Inn at Morro Bay (LCP designated this inn as Golden Tee - text modified to adapt new name) serves as a wildlife refuge which is restricted to access. (LCP p.45)

b. Harbor: The harbor area offers a variety of public and private recreational uses in addition to the publicly-owned North and South T-Piers. recreation uses include boating, bird and animal observation, swimming, fishing, and other water-related recreational activities. These recreational uses should be expanded as much as possible for increased public use while preserving wildlife habitat areas and maintaining the City's important commercial fishing and coastal-dependent industries. (LCP p.45)

9. Area 9 - Sand Spit

a. Sand Spit: Flanking the southern entrance to Morro Bay, the windblown northern edge of the sand spit is accessible from the city only by boat or swimming, and it is used extensively for nature walks and surfing. south of the part-City, part-privately owned portion of the spit located within the City limits is the State's Morro Bay Sand Spit Wild Area. This southern section is operated by the state as a limited access area and is part of Montana de Oro State Park. (LCP p.46)

C. OBJECTIVE, POLICIES AND PROGRAMS

OBJECTIVE: To provide access and recreational opportunities for residents and visitors of all ages consistent with recreational standards and consistent with Coast Act policies. (New)

## GENERAL POLICIES

POLICY AR-1: The recreational standards for the City of Morro Bay shall be those stated in the Parks and Recreation Facilities Plan. (New)

POLICY AR-2: For new developments adjacent to the bayfront or ocean, public access from the nearest public roadway to the shoreline and along the coast shall be provided except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. For new development on properties adjacent to the mean high tide line, lateral easement dedications shall be from the mean high-tide line to the first line of vegetation. (LCP p.46)

POLICY AR-3: No unrelated development shall be permitted in publicly-owned recreational areas except energy conduits and pipelines and other necessary ancillary equipment and related fixtures to serve coastal-dependent industrial uses when no alternate route or location is feasible. (LCP p.46)

POLICY AR-4: In implementing all proposals made in this plan for expanding opportunities for coastal access and recreation, purchase in fee (simple) shall be used only after all other less costly alternatives have been studied and rejected as infeasible. Other alternatives may include purchase of easements, recreation preserve contracts, and mandatory dedication in connection with development. (LCP p.46)

POLICY AR-5: Consistent with the provisions of the Coastal Act Section 30212, dedicated accessways shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway. Whenever feasible in view of the availability of funds, the City shall acquire accessways in addition to those otherwise acquired as a result of mandatory conditions to development permit approvals. (LCP p.46)

POLICY AR-6: Parking shall be provided in conjunction with new or improved vertical accessways whenever feasible and consistent with site constraints to ensure use of the accessway. The number of spaces shall be determined by the Planning Commission or Community Development Department and shall be based upon need, carrying capacity of the public recreation area to which access is provided and environmental constraints and safety conditions. (LCP p.46)

POLICY AR-7: All accessways shall be properly signed and should conform to Coastal Conservancy/Coastal Commission access standards and guidelines. (LCP p.46)



POLICY AR-8: Consistent with Coastal Act Section 30211, development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization. Such access shall be protected through permit conditions on permitted development, including easements dedications or continued accessway maintenance by a private or public association. Existing identified trails or other access points shall not be required to remain open, provided that they are consolidated or relocated to provide public access on the same site and provide the same or comparable access benefits as existed before closure and meets all other applicable access and recreation policies of this element. (LCP p.46)

POLICY AR-9: In reviewing all new development requests, provision shall be made for adequate off-street parking in order to serve the needs of the development. Once an approved parking management program for the City providing off-street parking resources has been developed and implemented as a part of the Local Coastal Plan Land Use Plan, new development shall be allowed to satisfy parking requirements through participation in such a program. If the program includes an in-lieu fee system, the new development shall provide an in-lieu fee of an amount equal to the purchase of land and construction of the number of spaces needed to serve the development's needs. (LCP p.47)

#### POLICIES AND PROGRAMS

##### a. Area 1 - North Morro Bay

POLICY AR-10: With the exception of the Chevron USA Pier which is a coastal-dependent industrial use, the City shall designate the sand area west of State Highway One between the mean high tide line and the first line of vegetation as open space/recreation use. (LCP Policy 1.08)

POLICY AR-11: As a condition to the approval of any development permit on the Chevron USA property, the City shall require clear dedication of a lateral access easement along the sand area and under the pier. The lateral accessway shall be a minimum of 25 feet of dry sandy beach at all times of the year, or shall include the entire sandy beach area if the width of the beach is less than 25 feet. (LCP Policy 1.09)

POLICY AR-12: As a condition to the approval of any development permit the City shall require State Department of Parks and Recreation to submit a master plan for the development of Atascadero State Beach, which shall include the following programs as improvements:



Program AR-12.1: The design and construction of two stairways to the state beach off Beachcomber Drive, one below the bluffs between the Beachcomber Drive terminus with Yerba Buena Street and another at a proper location between Unnamed Creek and the Orcas Street drainage. (LCP Program 1.10a)

Program AR-12.2: The design and construction of a small parking area on the state-owned coastal bluff-top parcel just below Hatteras Street. (LCP program 1.10b)

Program AR-12.3: The repair of barrier rails to prevent bluff erosion and other maintenance improvements to the state park. (LCP Program 1.10c)

Program AR-12.4: The redesign and construction of a new barricade at the Hatteras Street terminus to allow for pedestrian access to the state beach. (LCP Program 1.10d)

POLICY AR-13: As a condition to the approval of any development permit, on the property owned by Texaco, Inc., the City shall require the following programs as improvements:

Program AR-13.1: Improved pedestrian and vehicular access from Main Street to Del Mar Park. A recommended location for access is via an easement located south of Unnamed Creek. (LCP Program 1.11a)

Program AR-13.2: Development, if needed, of additional parking along the west boundary of Del Mar Park; the number of which shall be determined by the Planning Commission and shall be based on park use and need for parking. (LCP Program 1.11b)

Program AR-13.3: A setback buffer area shall be established for new developments adjacent to Unnamed Creek. the width of the buffer area will vary depending upon the specific impact of the proposed development, but in no event shall be less than a width of 50 feet along each bank of the creek. (LCP Program 1.11c)

b. Area 2 - Mixed Use Area G

POLICY AR-14: As a condition to the approval of any development permit, the City shall require the State Department of Parks and Recreation to submit a master plan for the development of the recently acquired "Cloisters" park parcel, which shall include, but no be limited to the following programs as improvements (LCP Policy 1.12):

Program AR-14.1: Improved vertical public access located on the south side of the park parcel located so as to preserve as much as feasible of the tide and submerged lands in their natural state. (LCP Program 1.12a)

Program AR-14.2: Provision for off-street parking. Parking lot improvements to be sized as related to the scale of park development and public use to be accommodated. (LCP Program 1.12b)

Program AR-14.3: Sand dune protection and stabilization program. Consistent with the protection and stabilization of the existing dunes on the parcel, the proposed park development shall include provisions for overflow camping use between May and September of each year. (LCP Program 1.12c)

Program AR-14.4: View corridors and visual protection consistent with provisions of Coastal Act Section 30251 and Policy 12 of the LUP. (LCP Program 1.12d)

Program AR-14.5: Two vertical accessways to the beach shall be provided, one each on the north and south portions of the parcel. The southerly accessway shall be developed only in the event the southerly portion is developed for residential purposes. The accessways shall be of sufficient size to guarantee accommodation of existing and projected intensity and kinds of use, but in no case shall the accessways be less than 10 feet in width. Specific access requirements shall be designated as part of the permit application process and shall be based on historical and projected use (Refer to Policy 1.07, for general criteria related to prescriptive rights questions). Lateral accessways shall be provided according to the location of historically used portions of the site and projected future use by residents, and shall include the provision of continuous lateral access across the site. Access easements may be located in view corridors. (LCP Policy 1.13a)

Program AR-14.6: Public parking shall be developed and provided adjacent to the eastern end of the vertical accessways. The number of parking spaces for each accessway shall be determined at the time of development review but in no case shall be less than 15 spaces. (LCP Policy 1.13b)

Program AR-14.7: If a north-south collector street is required to serve future development within the area, it shall be located on the eastern edge of the site, and shall include class I bicycle paths based on standards contained in the Circulation Element of the General Plan. (LCP Policy 1.13c)

Program AR-14.8: Improvement of public access and parking shall be completed prior to final project approvals of development projects on the site. (LCP Policy 1.13f)

POLICY AR-15: The City shall make every effort to have the California Department of Transportation design and construct one or more crossings of Highway One at grade in order to facilitate safe and convenient movement of residents across that man-made barrier. (LCP Policy 1.14 p.52)

c. Area 5 - Morro Rock

POLICY AR-16: The area located west of the Embarcadero alignment projected north shall be designated as open space/recreation. (LCP Policy 1.15, p.52)

POLICY AR-17: The dunes area north of Atascadero Road (State Highway 41) and west of the High School shall be designated as environmentally sensitive habitat. Portions of the area suitable for passive recreational use shall be designated open space/recreation. (LCP Policy 1.16, p. 52)

POLICY AR-18: Until the PG&E property is needed for coastal-dependent energy industrial uses, interim commercial/recreational fishing and boating uses and access uses shall be allowed as provided for in Policy 5.02. Preference shall be given to dry dock storage and to overflow camping facilities. When PG&E property is needed for coastal-dependent energy industrial uses, a vertical (east-west) public access path for pedestrians and bicyclists no less than 10 feet in width shall be required as a condition of development, consistent with public safety needs and the need to protect the operations of the new facilities. The exact location of the accessway shall be determined during project review for development permit approval. A location paralleling the creek shall be allowed, provided the path does not encroach into environmentally sensitive habitat areas or buffer zones. (LCP Policy 1.17, p.52)

POLICY AR-19: The City-owned property located south of State Highway 41-Atascadero Road shall be designated for coastal-related commercial and industrial uses for the commercial fishing and boating industries. The only allowable visitor-serving recreational use shall be overflow camping facilities. Until the primary use is proposed for development, the interim uses shall be subject to short-term leases of five to ten years until such time as the property is required for its primary permitted use. (LCP Policy 1.18, p.53)



d. Area 6 - Bayfront

POLICY AR-20: In reviewing development proposals along the bayfront, the City shall apply the following standards and make the necessary findings to assure consistency with LUP and Chapter 3 Coastal Act policies:

1. Each application for new development or lease which would result in an increase in intensity of use, change of use, or expansion of an existing structure seaward or an increase in height shall include a physical provision for continuous lateral access along the bayfront portion of the parcel. Developments which require this access provision are defined as improvements which would result in a change in use, an increase of 10 percent or more of internal floor area of an existing structure or an additional improvement of 10 percent or less where an improvement of the structure had previously been undertaken, increase in height by more than 10 percent of an existing structure and/or any significant non-attached structure such as garages, fences, shoreline protective works or docks.

2. Each applicant for development as defined in part 1. above shall be required to provide lateral access unless the applicant can demonstrate based on engineering analysis that all or a portion of such access is physically infeasible and there are no design alternatives capable of overcoming topographical or site constraints that jeopardize public safety and fragile coastal resources.

3. If continuous lateral access across the bayward portion of the parcel is found not to be feasible due to topographical or site constraints as defined in part 2 above, the applicant shall contribute an in-lieu fee (equivalent to the cost of construction of an accessway along the bayward edge of the structure proposed) to the City. Fees shall be used to coordinate the bayfront lateral and vertical access program, and shall be used to link lateral access where feasible and to improve vertical access provisions.

4. Applications for coastal-dependent development where provisions of continuous lateral access would conflict with the day-to-day operations of the facility(s) shall be conditioned by the City to make maximum provisions for public viewing areas and/or walkways in suitable locations on the development site.

5. Lateral access may be achieved in the following manner:

a. in the form of open or enclosed walkways a minimum of 8 feet wide across the bayward side of the proposed development;



b. exterior decking and/or boardwalks extending bayward a maximum of 12 feet which provide for public access along the bayfront;

c. designated breezeways and/or walkways within the structure provided such breezeways are located as close as possible to the bay and are designed to provide the most direct, convenient connection between adjacent existing or potential lateral accessways; exterior access is preferred over interior access. (LCP Policy 1.20, p.53)

POLICY AR-21: The City shall require provisions of vertical access to the bayfront. Requirements for vertical accessways may be modified so as to provide adequate vertical access in the area (i.e., a minimum of one every 300 feet and/or every street stub) linking the vertical accessways with lateral access provisions along the bayward sides of structures where feasible.

The City shall pursue funding sources, and/or designate as part of its long term capital improvements program, the construction of public stairways within the existing public street rights-of-way at Surf Street, Dunes Street, Driftwood Street, Anchor Street and Olive Street. (LCP Policy 1.21, p.53)

POLICY AR-22: The City shall develop a parking management district for the Bayfront planning area which is coordinated with other parking management districts proposed within the City. A parking management plan shall be developed prior to district formation. The plan shall include feasibility of:

- a. Parking fees or time limits on parking
- b. Landscaping and small park areas
- c. Redevelopment of existing parking areas to increase use
- d. Provision of additional parking areas
- e. Provision for recreational vehicle only parking areas
- f. Provision of motorcycle/bicycle parking areas
- g. Pedestrian access from parking areas and location of public service facilities
- h. Street-end parking as per Policy 1.24 (LCP Policy 1.22, p.55)

POLICY AR-23: The public restrooms now located at the Morro Bay Boulevard street-ends shall be relocated to a more suitable location prior to redevelopment of the street-end. A possible relocation would be to the Centennial Park or to a park area developed in conjunction with the parking management district. (LCP Policy 1.24, p.55)

POLICY AR-24: New developments on bluff tops shall not exceed a height of 14 feet above the existing bluff top. In addition, new developments shall be designed in such a manner as to avoid alteration of bluff faces, and where feasible given physical restraints, shall be designed to step down bluff faces. (LCP Policy 1.25, p.55)

POLICY AR-25: Lateral public access along the waterfront revetment shall be provided in all new developments, rehabilitation or addition projects consistent with Policy 1.20, with public safety and the need to protect public rights, rights of private property held by leaseholders, and natural resource areas from overuse. (LCP Policy 1.26, p.55)

e. Area 7 - Central Morro Bay

POLICY AR-26: The City will take the following actions to enhance access on the fisherman's fuel dock property:

a. The City will initiate proceedings to remove the makeshift barrier between the existing coffee shop and bulk head in the area south of the existing Walton lateral access.

b. As a condition to any improvement or expansion of the fisherman's fuel dock, the City will require filing of a deed restriction and posting of access that would guarantee public access over the road leading from the City's easement to the fuel dock and land area. (LCP Policy 1.29, p.55)

POLICY AR-27: The City shall develop a parking management district for the Central Morro Bay commercial business area. A parking management plan shall be developed prior to district formation. (LCP Policy 1.30, p.56)

POLICY AR-28: The following conditions shall be required as part of a development permit on the Stocking Property (APN 66-391-05):

1. The development shall include a public recreation area comprising approximately 3.18 acres (31% of the total site) located between the bayfront and any major site access road. The recreation area shall include a bicycle and pedestrian path along the southern perimeter of the property which is a minimum of 15 feet wide, a parking area with a minimum of 10 spaces, access stairs to the bay in the least environmentally sensitive location, viewing dock, restrooms and picnic area(s) including tables, benches and fire rings. The siting of recreational amenities shall be subject to

review and comment of U.S. Fish and Wildlife Service and California Department of Fish and Game. Buffers to protect sensitive habitat shall be incorporated into project design, consistent with environmentally sensitive habitat policies contained in the LUP.

2. A signing plan to advise the public that the site is available for public recreational use. The signs shall be lowscale and utilize natural materials.

3. The applicant for property development shall record an irrevocable offer to Grant a Fee Interest to a public agency or to a private association with the City having right of first refusal, for the recreational area described in item 1 above. The City shall exercise its right of refusal within three years of the offer. If said right of refusal is not exercised within three years, it shall be made available to other public agencies or private associations approved by the Coastal Commission. Such Grant of Fee Interest shall be free of prior liens or encumbrances. (LCP Policy 1.31, p.56)

f. Area 8 - Morro Bay State Park

POLICY AR-29: As a condition to the approval of any permit application for developments within Morro Bay State Park, the City shall require the State Department of Parks and Recreation to develop a master plan for the Morro Bay State Park. The master plan shall be consistent with the provisions of Chapter 3 of the Coastal Act and shall include the following specific provisions:

1. Designation of the State Park lands as open space/recreation land uses.

2. Improvements to the existing circulation system including:

a. Retention and improvement of the existing park entrance road through the park which connects South Bay Boulevard with Main Street.

b. Provision of a bicycle and jogging trail adjacent to the park entrance road from Main Street to South Bay Boulevard.

c. An improved, more clearly defined, three-way intersection at the South Bay Boulevard park entrance.

d. Retention and improvement, without expansion, of the existing marina development at Midway Marina as a recreational boating facility.



3. An implementation plan for the utilization of reclaimed water for irrigation. (LCP Policy 1.32, p.56)

POLICY AR-30: The city shall designate Fairlands Point, Windy Cove, the Black Hill Natural Area, Chorro Creek and the Morro Bay estuary as environmentally sensitive habitat areas. These designations are reflected on the LUP land use map. (LCP Policy 1.33, p.56)

POLICY AR-31: The privately-owned parcels on the sandspit shall be designated as environmentally sensitive habitat with passive recreational use allowed consistent with resource protection policies contained in the LUP and Coastal Act. (LCP Policy 1.43, p.56)

POLICY AR-32: The City shall request that an appropriate state agency acquire the privately-owned parcels on the sandspit. (LCP Policy 1.44, p.56)

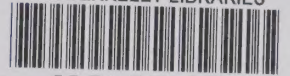
POLICY AR-33: The City shall request that the state initiate a program to stabilize and revegetate the northern section of the sandspit in order to reduce sedimentation of the harbor occurring from windblown sand. (LCP policy 1.45, p.57)







U.C. BERKELEY LIBRARIES



C124909076

## ACCOPRESS®

25970	YELLOW
25971	BLACK
25972	LIGHT BLUE
25973	DARK BLUE
25974	LIGHT GRAY
25975	LIGHT GREEN
25976	DARK GREEN
25977	TANGERINE
25978	RED
25979	EXECUTIVE RED

GENUINE PRESSBOARD

ACCO®



ACCO INTERNATIONAL INC.  
CHICAGO, ILLINOIS 60619



